THE

North-China Herald.

AND MARKET REPORT.

VOL. I., No. 24. SHANGHAI, SATURDAY, SEPTEMBER 28TH, 1867. PRICE, TAELS 12 ₱ ANNUM.

NOTICES OF FIRMS.

NOTICE.—The interest and responsibility of Mr. RICHARD ROBERT TYERS in our firm ceased on the 30th June, 1867.

OLYPHANT & Co.
13ma-68 691 Shanghai, 9th Sept., 1867.

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Tea Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.

EDWARD W. LOVELL.
tf 706 Kiukiang, April 21st, 1866.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864

INSURANCES.

UNION INSURANCE SOCIETY OF CANTON.

THE undersigned, having been appointed Agents for the above Office at this port, are prepared to accept Marine Risks at Current Rates.

GIBB, LIVINGSTON & Co.
tf 207 Shanghai, 10th July, 1867.

North-China Insurance Company.

THE undersigned as Agents for the above Company, accepts Risks from this Port to Shanghai, Amoy, Foochow, Swatow, and Hongkong.

JAMES E. BUSH,
Hong Name, 遠來 *Yuén-Laè.*
30no 3222 Newchwang, October 1866.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents to the extent of £5,000.

W. R. ADAMSON & Co.
tf 618 Shanghai, 10th July, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

INSURANCES.

THE NORTHERN ASSURANCE COMPANY.
CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each
Paid up Capital Taels 200,000.

DIRECTORS.

GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*
F. H. BELL, Esq, (Messrs. W. R. Adamson & Co.)
E. IVESON, Esq., (Messrs. Bower, Hanbury & Co.)
W. PROUST, Esq. (Messrs. WM. PUSTAU & Co.)
A. A. HAYES Esq., (Messrs. Olyphant & Co.)
J. P. TATE, Esq., (Messrs. Blain, Tate & Co.)

AGENCIES are established at the several Ports in China and Japan.

F. E. GWYN,—*Secretary.*
tf 320 Shanghai, 28th Nov., 1865.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

MISCELLANEOUS.

NOTICE.

THE undersigned, Agent for the NEWCASTLE MINMI COLLIERY, is prepared to forward COALS from these MINES, to Order, to any Port.

T. G. SAWKINS,
Ship and Mercantile General Agency,
Exchange, Sydney, N.S.W.
17oc 208 18th July, 1867.

COLT'S REVOLVERS,

As supplied to and adopted by the English, American, Russian, Prussian, and many other Governments, are recognised to be the most durable and efficient Revolvers existing for House Protection, Travellers and Officers. Colt's Revolving

RIFLES, SHOT-GUNS
AND
PISTOL-CARBINES

(Pistol with attachable stock.) Exhibition Prize Medals awarded, 1862 & 1867. Beware of Counterfeits. Every arm is London-proved, and bears the Company's trade marks.

HOLSTERS, BELTS, POUCHES, AMMUNITION,

Address—

COLT'S FIRE-ARMS COMPANY,
14, PALL MALL, LONDON,
Also to be had through any East India or Colonial Agency.
15ma 2514 March 16th, 1867.

MISCELLANEOUS.

FRENCH MEDICINES

PREPARED BY
GRIMAULT & Co.,
CHEMISTS TO H. I. H. PRINCE NAPOLEON,
PARIS.

THESE different medicines represent the most recent medical discoveries, founded on the principles of Chemistry and therapeutics. They must not be confounded with secret or quack medicines, as their names sufficiently indicate their composition; a circumstance which has caused them to be appreciated and prescribed by the faculty in the whole world. They widely differ from those numerous medicines advertised in the public papers as able to cure every possible disease, as they are applicable only to but a very few complaints. The most stringent laws exist, in France, with regard to the sale of medical preparations, and only those, which have undergone an examination by the *Academy of Medicine*, and have been proved efficacious, either in the Hospitals, or in the practice of the first medical men, are authorised by the Government. This fact must be a guarantee, for the excellency of Messrs. GRIMAULT & Co.'s medicines.

DOCTOR LERAS'
(Doctor of Medicine)
Liquid Phosphate of Iron.

The newest and most esteemed medicine in cases of:

CHLOROSIS, PAINS IN THE STOMACH, DIFFICULT DIGESTION, DISMENORRHEA, ANIMEA, GENERAL DEBILITY & POORNESS OF BLOOD.

It is particularly recommended to regulate the functions of nature, and to all ladies of delicate constitutions, as well as to persons suffering under every kind of debility whatsoever. It is the preservative of health *par excellence*, in all warm and relaxing climates.

No more Cod Liver Oil.

Grimault's Syrup of Iodized Horse-Radish.

This medicine has been administered with the utmost success in the Hospitals of Paris. It is a perfect substitute for COD LIVER OIL, and has been found most beneficial in DISEASES OF THE CHEST, SCROFULA, LYMPHATIC DISORDERS, GREEN SICKNESS, MUSCULAR ATONY and LOSS OF APPETITE. It regenerates the constitution in purifying the blood, it being the most powerful depurative known. It has also been applied with happy results in DISEASES OF THE SKIN. Further, it will be found to be of great benefit to young children subject to HUMOURS and OBSTRUCTION OF THE GLANDS.

Consumption Cured!

Grimault's Syrup of Hypophosphite of Lime.

This new medicine is considered to be a sovereign remedy in cases of CONSUMPTION and other DISEASES OF THE LUNGS. It promptly removes all the most serious symptoms. The cough is relieved, night perspirations cease, and the patient is rapidly restored to health.

N.B.—Be sure to see that the signature of GRIMAULT & Co., is affixed to the bottle, as this Syrup is liable to imitations.

No more difficult or painful digestion.

DR. BURIN DU BUISSON'S,
(Laureate of the Paris Imperial Academy of Medicine.)

Digestive Lozenges.

This delicious preparation is always prescribed by the most reputed medical men in France, in cases of derangements of the digestive functions, such as:

GASTRITIS, GASTRALGIA, *long and laborious digestion*, wind in the stomach and bowels, EMACIATION, JAUNDICE, and COMPLAINTS OF THE LIVER and LOINS.

MISCELLANEOUS.

Nervous Head Aches, Neuralgia Diarrhœa, Dysentry,

Instantaneously cured by

GRIMAULT'S GUARANA.

This vegetable substance which grows in the Brazils, has been employed since time immemorial to cure INFLAMMATION OF THE BOWELS. It has proved of late to be of the greatest service in cases of CHOLERA, as it is a preventive and cure in cases of Diarrhœa.

No more Dyspepsia, vomiting during pregnancy, or sea sickness.

Grimault's Elixir of Pepsine.

Pepsine undergoes no alteration in this delicious preparation. It will consequently be preferred to PEPSINE POWDER or PILLS. It is the digestive medicine *par excellence*, and is at the same time a most agreeable table liqueur.

Messrs. GRIMAULT beg to call the attention of the faleulty and of the public in general to the fact that real Pepsine is prepared in France alone. It is far superior to all others often extracted from the stomach of porci.

Grimault's Capsules & Liquid Extract of Matico Vegetalis.

Pamphlet on the use of Matico and cure of the disease.

Where all other medicines have failed, these preparations will always effect a cure. These insure rapid and extraordinary cure of severe recent and chronic cases of private disease. They are used in the Hospitals of Paris, by the celebrated Dr. RICORD, and are found greatly superior to all hitherto known mineral remedies and Copaiba and Cubebs. The Injection is used in recent, and Capsules in the more chronic cases.

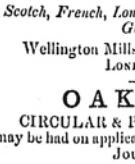
GENERAL DEPOT:

IN PARIS, at GRIMAULT & Co., 45, Rue Richelieu.
IN LONDON, at NEWBERY & SONS, 45, St. Paul's Church-Yard.
IN SHANGHAI, at MEDICAL HALL.
IN HONGKONG, at FRENCH DISPENSARY. 31my-68 3223

OAKEY'S NON-MERCURIAL SILVERSMITH'S SOAP.

Surpasses all other articles for Cleaning and Polishing Silver, Electro Plate, &c.
Tablets 6d. each.

Trade Mark.



JOHN OAKEY & SONS,
MANUFACTURERS OF
THE WELLINGTON KNIFE POLISH
INDIA RUBBER KNIFE BOARDS,
EMERY, BLACK LEAD, CABINET GLASS PAPER, EMERY AND GLASS CLOTH, &c.
Scotch, French, London, Russian and other Glues.

Wellington Mills, Blackfriars Road, LONDON, S.

OAKEY'S
CIRCULAR & PRICE CURRENT may be had on application at the Office of this JOURNAL.
31au-68 554 August 31st, 1867.

BRIGHT CHARCOAL IRON WIRE,
"STAR-BRAND,"
TO BE HAD ONLY OF
HEINTZMANN & ROCHUSSEN,
23 ARCHURCH LANE,
LONDON.
17no-67 1448 Shanghai, 16th Nov. 1866.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

NEW ADVERTISEMENTS.

BURROW'S GLASSES.

BINOCULARS FOR SEA OR FIELD.

LIGHT MOUNTS FOR INDIA.

NAVAL OFFICERS

MILITARY OFFICERS

RIFLEMEN and

DEER STALKERS USE

BURROW'S GLASSES, MALVERN.

INDIA MOUNTS, £3. 13s. 6d., £6. 6s., and £8. 8s. ALUMINIUM £10. 10s., £14. 14s., and £18. 18s.

Illustrated Catalogues.

ADDRESS, WITH REMITTANCE:

W. & J. BURROW, MALVERN, ENGLAND;

Or order through SMITH, ELDER & Co., and GRINDLAY & Co.

*** See Name and Address on the Glasses.

18se-68 826 September 28th, 1867.

SILVER MEDAL.
PARIS EXHIBITION, 1867.

PEPSINE.

MORSON'S PEPSINE WINE, LOZENGES, & GLOBULES,

THESE preparations are prefect palatable forms for administering this popular remedy for weak disgestion. In bottles and boxes, from 2s.

Pancreatic Emulsion
in 4 and 8 oz. bottles.

SACCHARATED WHEAT PHOSPHATES,

Introduced by Dr. TILBURY FOX, Dietetic preparation, supplying an important deficiency in the food of Invalids and Children, in packets.

GELATINE & CREOSOTE (Morson's.)
PURE CHEMICALS AND LATEST PREPARATIONS.

*** See Name, Address, and Trade Mark.

T. MORSON & SON,

31, 33, *and* 124, *Southampton Row, Russell Square, London.*

Orders to be made payable through Agents, or by English drafts.

Shipping Orders Carefully Packed.

AGENTS,—*Shanghai*—J. LLEWELLYN & Co.

30se-68 825 September 28th, 1867.

Miscellaneous Intelligence.

BIRTH.

At Newchwang, on the 1st September, the wife of HENRY EDWARD BUSH, of a daughter.

LATEST DATES.

England..(*tel.*)..	Aug. 28	Hankow,.....	Sept. 25
Hongkong,.....	Sept. 20	Nagasaki,.....	„ 21
Tientsin,.....	„ 18	Yokohama,.....	„ 12

Latest dates in England, from China,—

Hongkong,.....June 13 } Received via Marseilles
Shanghai,..... „ 6 } July 27th.

PASSENGERS.

ARRIVED.—Per "Fe-loong," from Nagasaki —Mr. & Mrs. Mason and Child; Messrs. Phee, Andrew, Gray, Ilbert, Bedwell, Duponet, Remieut, Antonio, Vaucher, Hayes, Wilson, and 1 French Priest. Per "Glengyle," from Hongkong—Mr. & Mrs. Macleau and family; Messrs. Murray, Chauss, and 60 Chinese. Per "Ganges," from Hongkong, Mrs. Wright and child, Mrs. Green, Mr. and Mrs. Searle, Messrs. Russell, Wood, Gross, Cunningham, Minanie, Craig, Goodrich, Hughes, Case, F. de Fischer, Cuglehart, Marcus, and Dr. Roper.

DEPARTED.—Per "Achilles," for Hongkong, &c., Captain Randall, Mrs. Power, two children, and amah.

ONE of the P.&O. Co.'s Steamers with Mails, &c., for Europe, is appointed to leave on Wednesday, the 9th October.

THE London Mail of the 26th Aug., is due in Hongkong on the 6th Oct., and here on the 11th.—It arrived last year on the 8th Oct., per *Singapore*.

THE French Mail of Aug. 19th, is due in Hongkong on the 29th Sept., and here on the 4th of Oct. It arrived last year on the 3rd of Oct. per M. I. "*Labourdonnais*."

THE publication of the *North-China Herald* commenced at 4 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, SEPT. 28, 1867.

THE drought in Chihli and Shansi has been very severe and has seriously diminished the food of the people. Snow was wanting for three months, and rain for four. This has occasioned the loss of the wheat and barley for a year, as also of the large millet. So great a loss over these fertile provinces has, among other consequences, caused a great increase in the worship of the water divinities and other gods supposed to preside over nature.

In the *Peking Gazette* of September 22nd, the President of the Board of Ceremonies reports a visit to the Holy Well, to sacrifice to the divinity of that spot, by command of the Emperor. This well has been noted since A.D. 1180, when a temple was built over it, as recorded in the topographical descriptions of Hantan, the neighbouring city. It is a little more than 1,000 *li* or about 350 miles south of Peking. The tradition is that, in times of drought and floods, water taken from this well and offered with prayers will ensure the removal of the calamity. In conformity with custom the Emperor ordered an iron tablet to be sent for from the well (which contains a large number) to be worshipped in Peking for rain. Rain fell and it was then ordered to be sent back, with a gilt one prepared for the purpose. The gilt one was placed by the President of the Board of Ceremonies before the image of the dragon god, and the iron one was thrown back again into the well. Thanks were at the same time presented to the divinity for the rain that has lately fallen. The rain tablet had only been placed three days in the Cheng Hwang-miau of Peking, when the abundant rains of this summer season commenced. The President Wan-tsing-li reports that the well is nine feet in circumference. At its bottom there is a heap of iron tablets to an unknown depth. The divinity is called 九龍聖母 Kieu-lung-sheng-mu. It is now proposed to give the name, dragon spirit of the Holy Well 聖井龍神, and to appoint the district Magistrate to offer half yearly sacrifices to the said god.

The place is near Tsï-cheu "the city of the load stone," where magnetic iron is produced, and is on the East side of the mountain range which parts the provinces of Chï-li and Shansi. To the west of the montains, are the celebrated iron mines of Lu-an-fu, the largest iron-producing region in China. Thus we see the reason why the tutelary divinity of Ye Han-kan well, should be supposed to have a special attachment to iron.

The iron tablet was conveyed to Peking and back again, carefully placed in silk and satin coverings, and was treated on the way with the highest veneration. This sort of worship agrees in principle with the primitive religion of the Chinese, which worships the powers of nature, and aims at material prosperity as the object to be gained by religious adoration. The political gain secured by the government by this sort of worship is also very visible. The people along the road praise the Emperor for his parental interest in their welfare. They expect an increase in local prosperity, from the service offered by so high a personage as the son of Heaven to their local divinity, and become more contented with their rulers.

Recently, Wen-siang, President of the Board of Works, went on a similar mission to the well known temple called Hoi-lung-tan, and threw a tiger's head into the waters. According to native opinion, rain results from a struggle between the tiger and the dragon. The influence of the tiger is paramount in wind, and that of the dragon in water. The offering of a tiger's head to the dragon may produce a tempest in the air, the result of which will be abundant rain. Such are the notions of the Chinese.

Summary of News.

The great event of the week has been the ceremony of opening and dedicating the New Masonic Hall, lately erected on the Bund, a full account of which will be found elsewhere. Meetings of the Amateur Dramatic Club, and of the Shareholders in the Lyceum theatre have been held. The balance sheet of the later up to the 15th August last, shows a balance in the hands of the Treasurer, of Taels 291.79, with outstanding debts to the amount of Tls. 735. Considering that $13,222 have been expended by the Committee on account of the building and working expenses, against the $8,290 subscribed by the community, this must be regarded as a satisfactory result. We trust that the hope expressed by the Committee—that they will realise a surplus during the ensuing season, sufficient to enable them to redeem one fourth of the scrip, may be realised. Two Cricket Matches have been played between "Tea & Silk" and "The World," in both of which the former seem to have been hopelessly over-matched.

The Returns of trade at the port of Shanghai for the month of July, show a decrease from 160,000 to 117,000 pieces in the import of Grey Shirtings, from the previous year; from 47,000 to 30,000 pieces of T-Cloths, and from 13,000 to 3,000 Drills. Chintzes, on the other hand, were imported to the extent of 24,000 against 6,000; and Lustres 41,000 against 23,000. The import of sugar, also, is largely in excess of that during the same month of 1866. The quantity of English and Australian coal imported is nearly identical with that last year; but 2,616 tons of Japan arrived, against 121. Of Black Hankow Tea, only 35,000 piculs came down against 53,000, and of Kiukiang 30,000 against 33,000; 74,000 piculs were exported.

Some interest has been shown in the movements of a person who lately opened a firm here under the name of Woodward & Co. He attempted to do some business in silk, but failed, as there was a suspicious lack of ready money. A week or two ago he went to Hankow; and during his absence it was asserted that he was identical with a man named Drummond, who had suddenly left the Government service in Hongkong under suspicious circumstances. A warrant was taken out for his apprehension on a charge of obtaining goods under false pretences and, a few days ago, he was arrested at Kiukiang. He was brought before the Magistrate, here, yesterday and committed for trial.

A correspondent signing himself T. wrote last week, complaining that a man whom he had prosecuted in the morning before the Mixed Court, and who had been sentenced to two weeks imprisonment, had been bought off, within twenty-four hours, by his relations, for $2. We are glad to hear that the matter has been taken up by the Mixed Court, and that the culprit has been re-arrested and sent back to the city, to undergo the punishment awarded, with a slight additional percentage for his attempt at evasion.

We have to acknowledge, with thanks, the receipt of a book entitled "Notes on Chinese literature," by our well-known fellow resident, Mr. Wylie. We cannot enter to-day into the scope of the work; but shall endeavour to review it at greater length, at an early date.

The programme of the Regatta to be held on the 28th and 29th October next, promises two good days' sport—six races on the first; and eight, including a Scratch race, on the second. We are glad to see that the International Challenge Race is to be repeated, and hear that both English and American crews are hard at work.

We are glad to observe that the Racquet Club intend to hold an autumn meeting on the 21st of next month. The programme lying on the Club table appears to embrace all matches that are possible in an institution so recently opened. They are as follows—1 Champion; 2 Hong; 3 English *v* Scotch; 4 Letter; 5 Merchants *v* Brokers; 6 Tea *v* Silk; 7 Taipans *v* Assistants; 8 Married *v* Single; 9 Committee *v* Members.

The entries close on the 10th proximo, and we sincerely hope to see the members come forward and support these matches, which are the first of the kind ever introduced into Shanghai, and tending as they must do to create emulation, will materially benefit the play that has already so much improved since the establishment of Courts that play correctly, and Dressing Rooms that afford ample accommodation to visitors and members. The matches are to be commenced at 4 o'clock each afternoon and continued until played out, with the exception of the Regatta and Race days. The West Court is to be reserved for them, and they will probably take about a fortnight before they are all decided. All are to be double matches with the exception of the Champion; and small prizes will be given to the winner. A silver Racquet alone rewards the best player.

The examinations for the degree of Kü-jen have just terminated at NANKING. Above 20,000 candidates presented themselves. Among these was one man 103 years of age, accompanied by his son aged 84. Many deaths always occur during these examinations, the competitors being frequently overworked, fatigued with their journey, badly fed, and over-anxious for the result of their labours. But on this occasion, the mortality has been unusually large, no less than seventy individuals having been found dead in the cells. The bodies, in accordance with custom, are slung over the walls surrounding the Examination Hall. It is forbidden to carry them out at the gates. One candidate, we hear, simply drew a flower and wrote four characters at the side, instead of the prescribed essay. Drawing being highly esteemed as a fine art among the Chinese, we presume he hoped that his excellence in this department would be taken as qualifying him for his degree.

The judgment delivered by H. B. M.'s Acting Consul at HANKOW, in Mackellar Gordon's bankruptcy, will be found elsewhere. The decision of the Court is; That the assets, public and private, of John Mackellar and William Grant Gordon be distributed amongst the Creditors pro rata, that a discharge be granted to the Bankrupts, coupled with these conditions; that during four years the net profits in the business balances, to be produced every six months—personal and family expenses excluded—of John Mackellar and William Grant Gordon, or the salary, emoluments and property hereafter acquired by them, be divided into two parts, ½ to go to the said Bankrupts and ½ to go to the Creditors. The judgment is rather a singular effusion, and some of the expressions used are rather equivocal. In saying, for example, that the circumstances "disclose a mind not lacking in force of character or in imbecility of will," we presume the Acting Consul means exactly the reverse of what the last half of his sentence imports. The Creditors are dissatisfied with a judgment which may so easily be rendered inoperative, and have appealed against it to the Supreme Court at Shanghai.

At a meeting of the Union Dock Company held lately in HONGKONG, it was announced that the profit for the past year amounted to $16,040, equal to 6 per cent on the paid up capital.

"The Directors do not, however, deem it advisable to declare any dividend out of these profits, as long as the Dock at Kowloon is not completed, and they would propose that an amount of $ 2,927.72 be written off preliminary expenses, and $ 4,500 off the steam-tug "Little Orphan," (leaving that property of the Company debited in their books with $ 25,500, which the Directors consider her fully worth), carrying the then remaining balance of $ 9,143.38 to the Credit of New Account."

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Editorial Selections.

THE GRAIN TRIBUTE.

AT the close of an able report on the trade and prospects of Tientsin, the Commissioner of Customs gives some particulars regarding the grain tribute, which derive especial interest from the surmise that foreign ships will, at no distant date, supersede the unwieldy craft now employed in its transport, as they already have done in so many other branches of the local carrying trade. Not that the authorities appear to entertain any active intention of giving up the use of native vessels at present. On the contrary, we have Tsen-kwo-fan's assurance to Sir Rutherford Alcock, in the course of a despatch regarding the bean trade, that the freight paid for the conveyance of grain to the capital has been largely increased —to compensate junk-owners for losses incurred through the supercession of their junks by foreign shipping. But the Chinese, Mr. Dick remarks, "have lost all respect for their own naval architecture," and no new generation of junks is, he thinks, springing up to take the place of that which is now dying out. It is to be hoped, for the sake of the Chinese ship-owners, that he does not over-estimate their enlightenment. The complete abandonment of their own for foreign ships is much to expect from a people so wedded to ancient custom. But it is the only way by which they can prevent the local carrying trade entirely escaping from their hands. And a more enlightened policy on the part of the Chinese Government than that portrayed in the regulations we published a few days ago, would conduce to this end. If, instead of dictating to its subjects what shaped vessels shall be used in trading to certain ports, it would allow them to use their own discretion on a point which solely concerns their interests, there would be greater hope of the fulfilment of Mr. Dick's surmise, that the present generation of junks will find no successors. As it is, the mischievous interference which forbids even Chinese owners of foreign built craft to trade with them to other than treaty ports, must retard so desirable a consummation. The restriction is as intelligent as that which burdens Formosa coal with a tax fifteen times heavier than is paid by foreign. That a Government should legislate to protect the interests of its own subjects, is intelligible. We were much farther advanced in civilisation than the Chinese before we discovered free trade to be the wiser theory. But how even Chinese rulers can be so imbecile as to impede the very measures most likely to serve those interests and to keep out the foreign element they so much dread, surpasses comprehension. One of the proverbially black pages in Chinese history is an interval after the third emperor of the Tang dynasty, who was so enslaved by one of his wives that he left her, contrary to law, invested with sovereign power at his death. She reigned absolutely for about twenty years, and this vicious and troubled period is quoted by the Chinese as an example of the evil effect on public affairs, of the management of women. Possibly some of the folly which characterises the acts of Government at the present time may be attributable to the influence of the Empress dowager, who is the actual ruler of China. If full and free permission were given to Chinese subjects to own and trade in foreign built vessels, amply sufficient would soon be found in their hands for the conveyance of the grain tribute, and government would be able to secure the services of safe craft, while still putting the lucrative freight into the pockets of its own nationals.

Pending the introduction of a more liberal régime, it is interesting to know what amount of carriage this celebrated tribute actually represents. Last year, we are told, its transport gave employment to 335 Chinese vessels of an average capacity of 150 tons; and as the supply, which had been reduced to a very insignificant quantity by the ravages of the Taepings, is rapidly increasing, we may expect that the next few years will shew a steady and considerable increase. The consumption of grain in the capital was estimated by a censor, in 1853, at 430,000 tons, of which a large portion is imported from the South; and as the provinces usually relied on were in the hands of rebels, some anxiety was felt as to the means of procuring it. The Censor suggested the opening a sale of rank in Foh-kien and Che-kiang, and the purchase of rice there and in Formosa with the proceeds. This plan appears to have answered for a time, but Che-kiang was subsequently added to the list of provinces in rebel possession, and the quantity of grain sent Northward during the years of their greatest power was very small. Even in 1865, only a hundred and eighty-five junks arrived at Tientsin, little more than a fourth of the number sent from Che-kiang alone in 1856. One difficulty in the way of the employment of foreign vessels, is the difficulty the authorities find in obtaining lighters to convey the grain from Tientsin to the granaries at Tung-chow. The delay which is thereby incurred in discharging cargo is not charged at least so as to appear in the accounts, by Chinese vessels; but it would have to be so if foreign vessels were employed. Apart from this, however, as we said before, Mr. Dick "does not think there is any active intention on part of the Chinese authorities to give up the use of native vessels at present. Such a step would be very unpopular, as the poor junk people who have already been deprived of a large part of the costing trade, and who must find it difficult to adjust themselves to new circumstances, cannot afford to admire, even if they quite understand, the advantages which the rest of their countrymen derive from getting their goods and provisions carried at a cheaper rate by foreign than by native vessels." Certainly, in the present depressed condition of the junk trade, it would be unfair in the extreme to withdraw the large subsidy which the grain tribute annually pays, and to hand it over to foreigners. On the contrary, no more appropriate or convenient support could be devised for junk owners, during the progress of the change which must take place in the class of vessels employed in general carrying business. But, while continuing to afford them this support, the Government should at least encourage, instead of endeavouring to delay the inevitable change, and thereby prolonging the distress which they desire to alleviate and avert.

THE GRAND CANAL.

THE subject of the Grain Tribute is so intimately connected with the Grand Canal, which was originally constructed for its transport, that a reference to one leads naturally to comment on the other. Few things, remarks a recent writer "impress the traveller more with the largemindedness, ability, vigilance and vigour of former Emperors, and the greatness of the Empire," than the great highways, canals and bridges of Northern China. And few things, he might have added, could suggest more strongly the weakness of the present dynasty, than the state of disrepair into which these great works are being allowed to fall. Six hundred years have elapsed since the founder of the Mongol dynasty, "being informed that the barks which brought to Court the tribute of the Southern provinces, or carried on the trade of the Empire, were obliged to come by sea and often suffered shipwreck," caused this great work to be commenced. But it does not seem to have been completed till the reign of Yung-lo,—the second from Kublai Khan in succession,—as not till then, we are told, was the grain brought entirely by way of the Grand Canal, to the exclusion of the sea transit. "It is three hundred leagues in length," says Du Halde, writing of it two hundred years later, "and forms a great road of water by which above nine thousand Imperial barks transport with ease, and at a small expense, the tribute of grain, stuff, &c., which is annually paid to the Emperor." Now, so complete is the dilapidation of this vast work that, we are told by the Commissioner of Customs at Tientsin, "a small quantity of grain was lately sent by the canal, in gun-boats drawing only a few inches of water, as an experiment how far it is available for carriage; but the result was not satisfactory."

The Canal became impassable through the outbreak of the Yellow River in 1851, which resulted in its change from an Easterly to a Northern course. The upward-bound grain fleet was obliged, in the following year, to land its cargo in Shantung, some eighty miles below Tsi-ning, to a point in which department all the grain had to be carried by land, for re-shipment to Peking. And since then the tribute has been, every year, forwarded by sea. A survey of the canal was made in 1856, with the hope of again making it navigable for the grain fleet; but the report showed that, owing to a series of inundations from 1851 to 1855, the artificial channels had sustained almost irreparable damage. "The Wei-shan-ho, a principal reservoir which should have in it fourteen feet of water, had but from two to eight feet. In many places, mud banks stood out like islands, and along its whole western verge was a dry tract of varying width." Since then, nothing seems to have been done with a view to re-opening this vast inland water-way—and no doubt successive inundations, at the yearly rise of the Yellow River, have still further damaged the broken banks. It will be interesting to know whether Tsen-kwo-fan's gigantic undertaking of restoring the Yellow River to its Southern bed will, if successful, be extended to embrace the repair also of the Grand Canal. As a means of navigation, the importance of this canal has no doubt been diminished by the arrival on the coast of foreign ships and steamers. Goods can now be transported by sea from the south, to its terminus, at Tientsin, with far greater rapidity than, and with nearly equal safety as, in the days when Du Halde's nine thousand barks pursued their tedious way over its broad bosom. But though less important as a means of communication between the Northern and Southern provinces, it is still of immense service as an artery of commerce for the provinces through which it passes. "Notwithstanding," says a previous report on the trade of Tientsin, "that this great work is in such a sadly dilapidated state, still it is the real cause of Tientsin being such an important port. At no other port in China, if we except Shanghai and possibly Canton, is the water communication with the interior so good as at Tientsin." When the Yellow River is swollen by the melting of the snow in Thibet, it increases the body of water in the canal, and the comparatively uninjured portion, southward to Lin-tsing, "is then covered with numbers of native craft of all sizes, laden with foreign goods and produce." From Lin-tsing, the Wei-ho meets the canal and connects it with Ta-ming-foo and Honan.

But the Grand Canal is important in another sense, besides as a means of communication. One principal merit of the work, says Sir John Davis, is its acting as a drain to the swampy country through which it flows, from Tientsin to the Yangtze. "Being carried through the lowest levels, and communicating with the neighboring tracts by flood-gates, it has rendered available much that would otherwise be an irreclaimable swamp." The result of its present dilapidated condition is that much of the country referred to has reverted to the marshy condition from which it had been reclaimed. The question of repairing the Grand Canal, therefore, has an interest quite apart from its value as a waterway. We fear, however, that the double difficulty offered by the canal and the Yellow River will be too much for the science or the energy of the present Government. In fact, it is said that Tsen-kwo-fan is himself appalled at the magnitude of his task, and inclined to consult foreign engineers. We trust he will do so. To use the words of Sir John Davis, when referring to a similar offer made by him to Ke-ying in 1845, "if the science of European Engineers could put an effectual stop to the evil, it would be the most important physical benefit that was ever conferred on the empire."

THE NORTHEN PORTS.

CASES of intelligent recognition, by Chinese officials, of the value of foreign trade are so rare, that an instance which has just come to our knowledge deserves prominent record. The Taotai of Chefoo has, at the instance of H. B. M. vice-Consul at that port, remitted the tonnage dues on the *Finzel*, the first direct ship from England; and it must be conceded that he deserves great credit for this recognition of the importance, to the prosperity of the Northern ports, of direct trade between them and Europe. Of course the remission will not be repeated. It is simply a graceful acknowledgement of an epoch in the history of the port—an acknowledgement which is, perhaps, the more creditable to His Excellency, as it is quite possible that his Peking superiors may insist on his paying up the amount out of his own pocket. The Revenue Board, however, can well afford to endorse the concession. Before it was opened to foreign trade, Chefoo, or rather Yen-tai, was a simple fishing village. During the past year, it contributed Tls. 323,000 to the Customs revenue; of which Tls. 14,000 were derived from tonnage dues, on nine hundred and ninety-four foreign ships which entered and cleared from the port.

It is unsatisfactory to reflect that, here as well as at Tientsin, the greater part of the large import trade has escaped from the hands of foreigners into those of Chinese merchants, and it will indeed be matter for congratulation, if the direct shipments Pan Taotai has so liberally welcomed, restore it to its former channel. The total import trade of Chefoo during the past year amounted to Tls. 6,341,503, of which about Tls. 1,000,000 was represented by cotton and woollen goods. The imports into Tientsin during the same period were valued at Tls. 16,665,086, of which about Tls. 5,000,000 worth were English manufactures; and the total value of imports into Newchwang were Tls. 2,346,767, of which manufactured goods can only claim Tls. 200,000. Thus the aggregate value of cotton and woollen goods, alone, imported into the three Northern ports during 1866, was about Tls. 6,200,000—nearly all of which would probably have been shipped from England directly, had this system of trade been in force. To these, too, must be added metals and coals—giving an aggregate freight, as estimated by the Commissioner of Customs at Tientsin, of 15,000 tons, "enough to have loaded twenty vessels of the average size employed in the trade between England and China." In reference to the saving that would be effected by direct shipment to the Northern ports instead of, primarily, to Shanghai, we cannot do better than quote Mr. Dick's own calculation.

As I have already remarked, the expense of bringing European goods from Shanghai to Tientsin is greater than that of their transport from England to Shanghai; while the direct voyage from England to Tientsin would not add more than five days to the average length of a voyage from England to Shanghai. The freight from England to Shanghai on a ton (of measurement, 40 feet) of Grey Shirtings is about 42*s.*,—and the insurance costs 2½ per cent. A ton contains 200 pieces, the value of which at Tls. 2, 5*m.* or 15*s.* 10*d.* a piece, somewhat less than last year's average of the Tientsin prices, is Tls. 500 or £160. The freight and insurance together thus amount to £6, 2*s.* or 19 Taels; 3 4/5 per cent on the value; the insurance being 2½ per cent and the freight only 1 3/10. Grey Shirtings are

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

usually sent from Shanghai by steamer to Tientsin, (for it does not pay to let them take coasting voyage by sailing vessel, the time occupied in getting clear of Shanghai and the Yangtsze, being at the outset a serious delay.) at a charge of 9 Taels per ton for freight, and of ½ per cent for insurance, equal to Tls. 3 7.5 on the value I have given, besides the expense of landing and shipping the goods at Shanghai, and the wharfage dues paid there, amounting probably to Tls. 3.2.5. These three sums amount to Tls. 16 or £5, 1s.—a little over 3 per cent on the value of the Shirtings; the freight and charges, without the insurance, amounting to Tls. 12.2.5—almost 2½ per cent on the value, while the freight from England is only 1½ per cent.

But there are difficulties also in the way of the scheme, which greatly modify the advantages it offers. The bar across the mouth of the Peiho river will not allow the passage of vessels drawing more than 12 feet. Tientsin, therefore, which is by far the largest consumer of manufactured goods, is unapproachable for vessels of more than four or five hundred tons. But as neither of the three ports has any return cargo to offer, pending the development of the Shantung mines, ships bringing goods from Europe are dependent principally on Shanghai or Foochow, to provide them with return freight; and vessels of so small tonnage find no favour with tea-shippers. The alternative, then, is to employ large ships, and to devise some plan of overcoming the "bar" difficulty. Three proposals have been made; to dredge it away sufficiently to create a channel; to let large vessels anchor outside and discharge their cargo into lighters; or to make Chefoo the port of the discharge and to employ small vessels to carry goods destined for Tientsin or Newchwang, to their destination. The first of these schemes seems the most feasible. There is ths objection of expense, and it is uncertain to what amount this might rise; but the deepening of the channel by this means is quite practicable; and the resulting advantage, by comparison with the other schemes, is obvious. One ship could visit each port in turn and leave, at each, the cargo destined for it. To make Chefoo the port of discharge is to perpetuate, in a lesser degree, the evil of transhipment and double freight now existing; and to anchor vessels outside the bar of the Peiho, is to incur the risk of prolonging, indefinitely, the process of discharging cargo, in the event of bad weather.

In the meantime, a second direct ship from England has arrived at Chefoo, laden principally with coal, and others are expected shortly with shirtings. The great test of any new enterprise is success, and if these shipments succeed, we may confidently anticipate a wider and more prosperous future for the three Northern ports.

COAL.

The information which has recently come to light regarding the mineral wealth of China, has enabled a more practical idea to be formed of the advantages likely to ensue from "opening up" the country. Certainly, an increased demand for cotton goods was expected to follow on freer intercourse, but few people could have defined any further prospect; and there were not wanting some who characterised the concession sought, as useless and purposeless. The publication of several valuable papers—more especially of that by the Revd. Mr. Williamson on the resources of Shantung—has supplied the needed object; and "developing the resources of the country" has come to have a distinct signification. It now means, mining. And such an impulse is this expected to give to foreign trade, that H. B. M. Minister has, we believe, already recommended the erection of Chefoo into a Consulate, in anticipation of its future greatness.

Amongst the revelations which have been made of previously unsuspected treasures, none have been of greater interest than those confirming the existence of coal, at spots easily approachable from the coast. To owners of steamers plying from Shanghai, the subject is one of vast importance; and the general public is hardly less interested, as the extortionate rates of passage money now exacted could hardly be upheld, in the face of cheap fuel. The excessive prices lately commanded, in Shanghai, by every description of coal must enhance the desire to open up the carboniferous resources of the country itself. When house coal ceases to be obtainable under Tls. 14 a ton, and even the Formosan product commands Tls. 6, it is worth the while of all to work seriously for this object; and even the existence of these prices must cease to be considered an unmitigated evil, if they tend to hasten its attainment. In the meantime, however, prices actually are higher than have ever before been asked in Shanghai—fifty per cent higher, even, than at the same date last year. The quantity of foreign coal imported during the past five years has been as follows:—

1862.	1863.	1864.	1865.	1866.
121,000	157,000	117,000	93.000	119,000

And prices during that period have generally, till the present unfortunate season, hovered between Tls. 9 *a* 10 for English; Tls. 6 *a* 7 for Sydney, and Tls. 5 for Japan. The following quotations were given in the *North-China Market Report* for the second September mail in each year, excepting that for 1865 which is taken from April.

	1862. Tls.	1863. Tls	1864. Tls.	1865. Tls.	1866. Tls.
English	9 *a* 10	8 *a* 10	9	7	10
Japan	8 *a* 9	5 *a* 6	0	6	7
Sydney	6 *a* 0	4 *a* 5	5	0	5

Now English is quoted at Tls. 13.50, Sydney at Tls. 10.50 and Japan at Tls. 7.

As we said before, then, sufficient inducement exists to seek, in a local supply, security against a recurrence of similar dearth. Judging from the statements which have been, from time to time, made public, this local supply is inexhaustible and, in many places, easily attainable. It has been surmised, indeed, and with apparently good reason, that the whole tract of country from Shensi to the border of Corea, extending over fifteen degrees of longitude, is one vast coal field; and a large quantity of coal is actually exhumed from the mountains west of Peking, though the Chinese system of mining is so primitive that the lower and better strata are not reached. More approachable, however, than these fields, are those described by Mr. Williamson in Shantung, those now being worked near Kelung in Formosa, and, best of all, the bed lately discovered near Chinkeang. If the enthusiasm of residents at that port have not led them to over-estimate the capabilities of the latter, Chinkeang will soon be able to boast an article of export which will go far to restore it to its former prosperity. In all these cases, as is aptly remarked by the Commissioner of Customs at Tamsui, the difficulty is "to sink a mine in the Chinese intellect rather than in the coal-fields, and the operation requires a great deal of patience." A more favourable opportunity for commencing the process could not occur, than at Chinkeang, in a province where foreigners are better known than in any other, and in so close proximity to the head quarters of foreign influence. A great deal, however, may be done at Formosa. The extreme jealousy with which the Chinese Government seeks to repel any attempt by foreigners to penetrate into the interior of the country itself, does not extend in an equal degree to its dependent islands. They would allow foreign enterprise to develop the mineral wealth of Formosa, far more readily than that of Shantung. And, judging from the report by the Commissioner of Customs at the principal port of that island, this wealth, so far at any rate as coal is concerned, seems inexhaustible. As yet, however, there as elsewhere in in China, surface coal only has been worked; and it is significant of the probable quality of the lower strata, that even this is now quoted in Shanghai at Tls. 6 per ton. The export of coal from Kelung during the past year amounted to 300,000 peculs, nearly double that of 1865. It is a remarkable instance of the benighted financial policy of the Chinese Government, that native coal has to pay four candareens a pecul, duty, while foreign coal only pays five candareens a ton. There is not even the exploded theory of protection to justify these prohibitive rates. In the palmiest days of high duties and smuggling, we never dreamed of burdening our own produce more heavily than that of foreign nations.

SINOLOGUES.

In almost every branch of knowledge, the great masters are easily pointed out, and universally acknowledged. In science, differences may sometimes arise as to the right to claim the honour of a great discovery; and two *savans* toiling at a distance, and without correspondence or concert, have frequently lighted upon the same fact or observed the operation of the same law, simultaneously. Still such incidents are exceptions, and usually the chief authorities in the learned world meet ready recognition. At the present moment, it might be fairly predicated that a dozen qualified men, if called upon to name the best scholars in England or Germany, would mention the same persons. The learned in the ancient languages are known and classed. There might be some difference of opinion about the position in which the names should stand, but though the order might be debated, the names would scarcely be disputable.

In China, however, this rule does not hold good. Though every schoolboy knows the names of the Seven Sages of Greece, there are not a dozen men in the Celestial Empire who would agree as to the names of our Seven Greatest Sinologues. A competent Hebrew scholar will generally admit the acquirement, of the Oxford Regius Professor of Divinity, or of Mons. Renan, in that ancient language; the names of the foremost Latinists would be selected easily; Persian and Arabic scholars have their peculiar and unchallenged places. but no signolgue whom we have ever met, frankly and unequivocally admits the merits of another sinologue. He will concede that he has a certain facility in reading the written character, but will immediately question his proficiency in the tones. He will accord him praise on the one hand as a fluent speaker, but will dash the eulogy five minutes after it is uttered, by a criticism on his pronunciation.

Now, it may be worth while to notice the causes and the effects of this curious phenomenon. The causes are not difficult to find. Our knowledge of China, after all, is slender. Our knowledge of the Chinese language, in too many cases, defective and equivocal. The earliest and most esteemed amongst the Sinologues, to whom we owe our grammars and dictionaries and phrase books, worked under great—we had almost written incredible—disadvantages. That order and system in education which is the result of experience, and which we find in large colleges with many masters, was unknown to the pioneers of Chinese scholarship. They worked with rough materials as they best could. There was no competent and acknowledged Board of Examiners to test the merits or to censure the defects of the early sinologues. Between them, there was possibly some emulation, and their pupils fell naturally enough into a habit of acting as champions in their teachers' defence. Hence arose schools and parties amongst the savans. Religious differences embittered the rivalry of scholars, and the well known controversy about the name for God separated the various parties yet more widely than they would have been divided otherwise. The great moderator of rancour is an instructed Public, and the combatants in this unlucky question had no public whose opinions they would admit as competent to control or direct them. So, a breach begun in personal rivalry, was extended by sectarian impulses, and now, though the sinologues are daily growing more numerous and are gradually being detached from the old influences, we still desiderate a competent tribunal to decide upon their various merits, and a spirit of frank avowal to make mutual concessions. A difference about the name of the Supreme Being, even now warps the judgment of one Chinese scholar when criticising the work of another, and it is hard for a pupil of Missionaries to be just to an *alumnus* of the Embassy.

The results of these differences amongst the learned are very disastrous. The outside world, who stand "shivering on the brink," on the eve of a plunge into the profound abyss of the Tzu-Erh Chi, are deterred by conflicting opinions. They are at a loss to know in whom they can safely put their trust. One teacher says one thing and another teacher says another, so that the intending student is in a state of bewilderment allied to that of Yo, in "Bleak House," whose theology was confounded by the fact that "Different times, there was other genlmen come down Tom-all-Alone's a prayin, but they all mostly sed as the tother wuns prayed wrong." We trust that ardour for the common good, and that hearty zeal for the interests of scholarship, which is really and truly a leading principle with many sinologues, will gradually lead them to give up the habit of detracting from the excellencies of their brothers which now prevails and, as we have attempted to show, cannot fail to act unfavourably on their "Order," and to produce to bad impression on the uninitiated.

THE NEW MASONIC HALL.

It is gratifying to have to record the successful completion of at least one undertaking, commenced in the days of Shanghai's prosperity, and carried out through a period of almost unexampled depression. Yesterday, with all the pomp and ceremonial recognised by the craft on such occasions, the new Masonic Hall which has been erected on the Bund, was formally opened by the Provincial Grand Master of China, and dedicated to the purposes of freemasonry.

This handsome building, which has been nearly two years in course of erection, has been built entirely out of funds subscribed by the Lodges working, in Shanghai, under the English constitution; and, exclusively of the land on which it is erected, has cost nearly Tls 40,000. The idea of erecting a Masonic Hall more worthy of the craft than the old building in Canton Road, in which its mystic ceremonies have been so long performed, was, we believe, conceived by Bro. R. F. Gould, and warmly carried out by Bro. Dunlop and by Bro. C. E. Parker, late Deputy Provincial Grand Master of China,—with the assistance of an Executive Committee, at present consisting of Bros. Fearon, Gundry, Maitland, Pearson and Endicott, under whose auspices the building has been completed, and in whose hands the management of the property is vested.

The design for the building was prepared by Mr. Clark, but being found too expensive to be carried into execution as first proposed, the original drawings and specification were handed over to Mr. Kidner, in consequence of Mr. Clarke's approaching departure from Shanghai, with instructions to make the modifications necessary to reduce the cost of the building to the sum at the disposal of the committee. New plans and specifications were accordingly prepared which showed a difference of 7,000 taels in the estimates, at the same time preserving the integrity of Mr. Clarke's work as far as possible; the alterations consisting chiefly in a reduction of the size of the back portion of the building containing the Lodge and Public Hall, and the omission of joiner's work, plastering, and other finishings to the ground floor.

A contract was then entered into with the well known contractor Wy-yuen-cheong, for the erection of the building under the direction of Mr. Kidner, according to the amended plans and specifications, for 33,000 taels, exclusive of the cost of laying on

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Gas, the purchase of Grates, Chimney-pieces and Gasfittings, all of which were to be provided by the committee. This, together with architects' commission and other expenses, have made up the total outlay on account of the building to about 38,500 taels. The works were commenced on the 1st of April 1866.

The style of the architecture is Italian. The facade to the Bund is divided by attached columns into seven bays, having double columns at the angles. It consists of a rusticated basement supporting two lofty Ionic and Corinthian orders. A recessed Portico occupies the three centre bays of the lower order, and a large double flight of steps leading up to it forms the public approach to the building. The windows have projecting balconies and are very deeply recessed. Those to the lower story have segmental heads, springing a little above the imposts, and those to the upper story semicircular heads with small columns set in the angles of the reveals. Extra height is gained by introducing a very deep frieze in the superior entablature, which is pierced with ornamental openings and enriched with festoons of fruit and flowers. The festoons, however, are not sufficiently bold in design, and consequently look rather "skinny" at such an elevation. The whole is surmounted by an open balustrade, the entire height being 56 feet.

The front portion of the building contains three stories and the block at the back only two, the total height of which is equal to that of the three storied part.

The ground floor contains the kitchens, servants' rooms and cellars. At the back is the public hall, now used as a gymnasum, measuring 80 feet by 40 and 30 feet high. As before stated, all this part of the building is left in the rough, to be finished at some future time.

The first floor contains a Vestibule 17 feet square, two rooms facing the Bund, originally intended for Reading Rooms, each 23 feet by 21, and a Library 30 feet 6 inches, by 23 feet 6 inches; a wide corridor connects the Library, Servant's Lobby and Vestibule with the grand staircase, which occupies a space on the South side 22 feet 6 inches square, open the full height of the two stories, having a coffered ceiling resting on an entablature supported by Corinthian pilasters. Light is obtained from the centre of the ceiling, which is slightly coved and glazed. The Lavatory and Water-Closets are entered from a landing half way up the principal staircase which renders them convenient of access from both floors.

On the second story is the Banqueting Hall, 61 feet by 23 and 23 feet high, which is by far the handsomest room in the building. It faces the Bund and occupies the entire width of the front. The ceiling is coved and richly worked with mouldings and pierced ornaments. There are two large fire-places in the end walls, and ample ventilation is provided by means of the open-work in the ceiling. The windows command an excellent view of the river. Adjoining this room are the Servant's staircase and lift.

The lodge occupies the whole of the back part of the building and is, therefore, the same size as the Public Hall, 80 feet by 40. It has an open wood roof stained and varnished, with the spaces between the principal timbers plastered. The height from the floor to the tie-beams is 20 feet, and to the apex 42 feet. The sills of the windows are raised a considerable height above the floor and carried up with semicircular heads into small gables in the roof. At night the lodge will be lighted by 8 gasaliers of 5 burners each, suspended from the roof. Six fire places are provided with grates cleverly contrived with sliding doors to shut off the fire when it is necessary to darken the lodge. The Dais is recessed 7 feet beyond the end wall, and raised three steps above the general level. The walls are effectively panelled, and the floor is painted to an appropriate pattern. The organ gallery is constructed over the entrance lobbies, and is ascended by a small staircase from the body of the lodge.

Whilst recognising many admirable features, and acknowledging that this is in many respects a very fine room, we are, nevertheless, of opinion that it is the least satisfactory part of the building, considering its importance. The general proportion is materially affected by want of height, which could have been avoided to a great extent by making the level of the floor coincident with that of the Banquetting Hall and Corridor. This would have added four feet to the height of the Lodge, and reduced that of the Public Hall, which is now unnecessarily lofty. Moreover, the inconvenience of ascending the flight of stairs connecting the Lodge with the front rooms would have been done away with. And, we are further of opinion that the Lodge would have been much handsomer without the open roof at all, but merely coved similarly to the Banquetting Hall. The open roof does not accord with any other part of the interior, and necessitates the steep pitch which makes the ridge of this roof higher than the others, and gives to the exterior generally the appearance of an addition made to the front block, in a different style of architecture.

In connection with the Lodge are the preparation room, candidates' waiting room, cloak room, and Tyler's room, all conveniently arranged. Gas is laid all over the building, and electric bells are fitted to the rooms and corridors.

The ceremony of dedication, at which all members of the craft in Shanghai had been invited to attend, took place yesterday afternoon. The meeting of the Grand Lodge had been fixed for 4 P.M., and shortly after that hour it was opened in due and ancient form, by R. W. Bro. Murray the District Grand Master of English Freemasonry in China, with the assistance of the following officers.

R. W. Bro. H. Murray, D.G.M.
W. „ A. R Tilby, D.D.G.M.
W. „ R. S. Gundry, S.G.W.
W. „ J. H. Gibbs, J.G.W.
Bro. R. J. Fearon, S.G.D.
„ J. A. Maitland, J.G.D.
„ C. E. Endicott, G. Secy.
„ M. T. Yates, Chaplain.
W. Bro. J. Nutt, G.D.C.
Bro. Kidner, G. Supdt. of Works.
„ R. A. Houstoun, G.I.G.
„ G. Jeffrey, G. Tyler.

The proceedings after the Lodge had been tiled may not be disclosed to the outside world, but we may without breach of propriety reprint the following address, which was delivered by the D. G. M., in reply to a request proffered by the Grand Secretary, on behalf of the Brethren present,—that he would dedicate the building to the glory of Almighty God; and the Sacred purposes of Freemasonry.

BRETHREN—We are about to commence the important and interesting labours of this day, we are about to dedicate this Temple to Masonry, to Virtue, and to Universal Benevolence in the name of the Great Jehovah, to whom be all Glory and Honour. As I gaze around me, and mark the unanimity which pervades the numbers who now crowd this chamber, my breast beats high with joy, and with gratitude to the Great Giver of all Good; with joy that the glorious principles of our time-honoured Brotherhood should even in this isolated spot have secured so many ardent and respectable supporters, and with gratitude to the All-Wise Disposer of Events that these principles should have been divinely blessed unto such great fruitfulness.

Brethren, the ceremonies in which you are about to engage are calculated deeply to impress your minds, and will, I trust, exercise a long and happy effect upon your characters. We shall enact to-day no vain, empty, ceremonial, no mere idle pageant of an hour. We do not merely dedicate this Hall to Masonic uses, according to ancient form and order; we likewise make solemn and public profession of our Craft, and declare aloud our inviolable adhesion to Brotherly Love, Relief, and Truth, the three great principles upon which that Craft is founded. We thus undertake a vast responsibility, but if we seek earnestly for a competency of the Divine Wisdom, and for the assistance of the secrets of our Masonic Art, we shall, without doubt, be enabled to accomplish it righteously. We shall commemorate that auspicious morn upon which the first Temple was completed, and upon which our Most Wise Grand Master, "he who most things understood," went forth to view that glorious structure, attended by the princes and rulers of his household. With one accord they all simultaneously exclaimed "Oh! Worthy Masons;" and I give it you in terms of the strongest recommendation ever to continue to act as Worthy Masons. Bear always in mind when ye enter this spacious Temple, designed by Wisdom, supported by Strength, and adorned by Beauty, that all our works should be begun, continued, and ended of Divine guidance and permission. Our marches around this Hall to-day should recall to us the travels of human life, in which Masonry will be found an enlightened, safe, and pleasant path. The tesselated pavement of Mosaic Work represents the chequered diversity and uncertainty of human affairs. Our steps denoted time; our progress signified eternity. We shall dedicate this Hall to Masonry. Our highest respects and warmest attachments are due to our Order, which, when we reverence, we pay honor to ourselves. Its worth transcends our praise, and its glory will outlive mere human applause. Brethren, to have our names inscribed upon the roll of Masonry is a distinction which upright, virtuous, and holy lives should show how highly we esteem. We shall dedicate this Hall to Virtue. Therefore let us not cease to make manifest that the great moral duties which Masonry inculcates, are cherished in our hearts, and are practised by us daily. But Freemasonry desires likewise to stir the pulses of Philanthropy, and to advance the cause of Charity; on which account we shall further dedicate this hall to Universal Benevolence; a solemn offering, meant to remind us that while we should display a warm and cordial affection towards all those who are Masons, we should also extend our benevolent regards and kind office unto the whole family of man.

Such, my brethren, is the interpretation of the solemn rite which we are about to celebrate: it points significantly to the peculiar duties of every Lodge, and of all Masons. I need not now enlarge upon these duties, nor show how they emanate from Divine Charity, even as rays from a common centre, to bless and enliven the whole round of social life. Assiduity has doubtless rendered them familiar to you all; therefore do I hope that in their knowledge and practice you will at last attain the highest aims of our hallowed institution.

You have erected here upon the marshy shores of the Yangstze, a temple to Masonry of such majestic proportions as proclaim with trumpet-tongue to the traveller and mariner from afar, ere they have yet cast anchor in your port, that Faith, Hope, and Charity, are amongst the objects most deeply cherished by you. See to it, brethren, that the stranger be not deceived; be careful that the beacon-fire does not belie its promise; be mindful that in your lives ye exemplify the principles and practice ye profess. A man returning home from Shanghai, whether craftsman or mere member of the popular world that are not masons, must when recounting to his friends the achievements effected here by foreign civilization, describe this building as amongst the foremost; therefore, brethren, so comport yourselves that he may likewise say with truth that the Masonic Hall at Shanghai was at best but a poor prototype of that Temple, not made with hands, which the Shanghai brethren laboured at in spirit without ceasing. Make of your hearts, brethren, living ashlars, hewed, squared, polished, and marked, fit for the House of God, the spiritual Temple of the New Jerusalem.

How many pleasing considerations my Brethren, attend the present interview! Whilst in many parts of the world political animosities, contentions, and wars, interrupt the progress of humanity and the cause of benevolence, it is our distinguished privilege here to engage in the plans and to perfect the designs of individual and social happiness. Whilst in some nations our Order is viewed by politicians with suspicion, and by the ignorant with apprehension, by those who know its design, its members are too much respected, and its principles too much revered, to make it the object of jealousy or mistrust. Our private assemblies are unmolested, and our public celebrations attract a more general approbation of the fraternity. Indeed, its importance, its credit, and we trust its usefulness, are advancing to a height unknown in any former age. The present occasion gives fresh evidence of the increasing affection of its friends; and this noble building which far excels any you have hitherto had, does honour to Masonry, as well as the highest credit to the Lodges for whose accommodation and at whose expense it is erected.

Let me now, brethren, conclude this address with the fervent prayer, in words well known to you, "that Freemasonry may flourish in every part of the globe; may become influential in diffusing the light of wisdom; in aiding the strength of reason; in dispensing the beauties of virtue; and in lessening the aggregate of human misery and vice. Firm in rectitude, may she rise superior to all opposition, like the bleak mountain which bares its breast with dignified composure to every tempest, and fearlessly presents its bosom to the midnight storm. As our Order is founded upon the purest principles of morality and virtue, so may it teach us to measure our actions by the rule of rectitude, to square our conduct by the principles of morality, and to guide our conversation and our very thoughts within the compass of propriety. May we learn to be meek, humble, and resigned; may we learn to moderate our passions, the excess of which deforms and disorders the very soul! Which if we do all, we may rest assured that we shall have to great extent discharged our duties as Masons, and can therefore peacefully await the arrival of that awful moment when the soul shall take wing to the boundless and unexplored expanse above."

Brethren, these are the genuine tenets and principles of our order; may they be transmitted through your Lodges pure and unsullied throughout all generations.

At 6.15 P.M., the brethren adjourned, and at 7.30 sat down to a banquet, of which an account will be found below.

THE MASONIC BANQUET.

After the ceremony of dedicating the Masonic Hall had been completed, about eighty guests sat down to dinner in the Banquetting Hall, under the presidency of R. W. Bro. Murray, the District Provincial Grand Master.

The dinner was furnished by Messrs. Guiraud, Favre & Co., and, as well as the wines, gave very general satisfaction. Of course, there were complaints; and, equally of course, there were shortcomings. There never yet has been a public dinner without both. But the general expression was of satisfaction with the banquet and the arrangements.

The First Toast, "the Queen and the Craft," was proposed from the Chair without any remarks.

The Second Toast "The M. W. the Earl of Zetland and the Grand Lodge of England," was likewise proposed by the CHAIRMAN without any observation.

In rising to propose the third. "The M. W. Whyte Melville and Grand Lodge of Scotland, with their R. W. representative in China, and the M. W. the Duke of Leinster and Grand Lodge of Ireland," The R. W. D. G. M. said he had the pleasing duty of coupling with it the name of R. W. Brother Donaldson, Provincial Grand Master under the Constitution of Scotland. The services rendered to Masonry in various parts of the world, and especially in Shanghai by Br. Donaldson, deserved the warmest appreciation on the part of the Craft, and the R. W. D. G. M. believed that the present occasion would evince a hearty demonstration of it.

Bro. DONALDSON acknowledged this toast in the following terms.—R. W. District Grand Master and Wardens, W. Past and Present Masters and Worthy Brethren.—I feel great diffidence in taking the responsibility of worthily replying to the toast just proposed. Yet I suppose, being the Senior Past Master under the S. C. present, I must do so, and R. W. Sir, I feel proud of the very flattering eulogiums you have been kind enough to express in our favor, and the very boisterous (!) reception with which you, my Brethren, have received the same. On behalf of the Grand Lodges named, I return you my warmest thanks, although it might have been as well that one of the Brethren present of the Irish Constitution had replied on behalf of that Body. With regard to the flattering remarks passed on my own exertions, I will say nothing, but leave it with those who think themselves benefitted thereby to judge, and only ask them to do to others as they have been done by. Again thanking you for the great honour you have done to your District Grand Master's toast, I will not further take up your time.

The R.W.D.G.M. next rose to propose,—"The M. W. Grand Master and Grand Lodge of Massachusetts, with their R. W. representative in China, all other American Grand Lodges, and Prosperity to the Craft throughout the World," He had to regret the unavoidable absence of R. W. Br. Eames, District Grand Master under the Constitution of Massachusetts. He had thus been deprived up to that time of the

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

pleasure of forming Brother Eames' personal acquaintance, but the tongue of good report had been heard in that Brother's favour to an extent which would show how greatly he had "won golden opinions from all sorts of people." The R. W. D. G M. felt sure that Br. Eames' health would be received with every mark of fraternal esteem and cordiality.

Bro. Blanchard, as the senior representative of American masonry present, acknowledged this toast; and shortly after rose to propose "The R. W. D. G. Master and D. Grand Lodge of China."

The R. W. D. G. M. responded to this Toast in the following terms;—My brethren, it is with no ordinary feelings of gratitude and pride that I thank you for the compliment which you have just paid to, and the kind sentiments which you have evinced towards, my colleagues of the District Grand Lodge and myself. The ceremonies of to-day are amongst the most important and interesting that have been celebrated during my tenure of this District Grand Mastership, and the part which I have been enabled to personally take in them, shall ever remain one of my most agreeable reminiscences. Brethren, that I have been enabled to pay you this visit has been to me a source of the deepest gratification, and I would that I could come frequently amongst you. I feel that at so great a distance from you as Hongkong, I cannot efficiently administer in your behalf the duties and responsibilities of the office which I have the honour to hold. I have represented this fact to the Most Worshipful Grand Master, and I trust that measures deeply desired by yourselves, may result from the same. In the meantime I have to appoint a successor to our respected past deputy district Grand Master, W. Br. C. E. Parker, and I am most happy to be able to announce to you that my friend and W. Brother Tilby has accepted the appointment. Look upon him in future therefore as your immediate front and guide in the exercises and practice of your craft. The events of to day have shown that it would be difficult to find a more worthy leader.

Bro. Donaldson then rose to propose—"The English Lodges in China." I am quite at a loss, said Bro. Donaldson, to do justice to the toast allotted to me, as it is many years since I have been in the South. Yet the knowledge that there are now three lodges working under the English banner in Hongkong, speaks volumes. I will therefore confine my remarks to those in Shanghai, and, as the oldest established of the three here, I will begin with the Northern Lodge of China, which has been located with us since 1849, and has had, during that time, its days of unbounded prosperity as well as those of depression. The Royal Sussex, instituted first in Hongkong in (if I remember correctly) 1846, transplanted thence to Canton, and latterly, after its share of prosperity and the reverse, finally, in 1863, transferred to this settlement,—through the instrumentality of your present R. W. D. G. Master, and the P. D. G. M. Bro. Rawson,—now presents its numerous ashlars around the board this evening. The Tuscan, youngest of them all, established in 1864 under the auspices of R. W. Mercer, bids fair to rival her older sisters; and her first Worshipful Master will (I am given to understand) rank second only to our Right Worshipful Chairman. Looking then only to those three lodges under the English Constitution, to the splendid Hall this day dedicated to Freemasonry under their auspices, and to the very sumptuous banquet which we are now enjoying, I have no hesitation in asking you to join in drinking—"Continued Prosperity to the English Lodges in China, coupled with the name of W. Brother A. R. Tilby."

Bro. Tilby acknowledged the toast.

The S. G. W. (Bro. Gundry) rose to propose the next toast—"The Cosmopolitan Lodge and Scottish Masonry in China," It was one of the privileges of a residence in this foreign country, that we were brought into daily contact with freemasons belonging to different nationalities, and thus enabled to realise fully the universality of the order. We had, already, in Shanghai lodges working under the Scotch, American, and English constitutions, and he hoped, at no distant date, we should see within these walls a lodge working under the Grand Orient of France. The toast which he had now to propose was the prosperity of Scotch Lodges in China, and he had great pleasure in coupling with it the name of one who had been identified with the career of Scottish Freemasonry in Shanghai. He believed Bro. Donaldson was the most active founder of the Cosmopolitan Lodge; he was its first master, and he still ruled it prosperously and well.

Bro. Donaldson in reply, said—R. W. Sir, Worshipful Bro. Gundry, and Brethren. My being again called to my feet reminds me of an old Scotch proverb (given), and really I feel as if I was monopolizing too much of our time—therefore as brevity is the soul of Wit I should only thank you most cordially for the very kind reception you have given to the Toast and, as heretofore, may we all continue to work harmoniously together, under whatever constitution, yet under the Universal Banner of Freemasonry, and may our greatest emulation be which can most excel.

The J. G. W. (Bro. Gibbs) proposed—"The Ancient Landmark Lodge and American Masonry in China":—It is my pleasing duty on this festive occasion to propose the health of the Ancient Land Mark Lodge and success to American Freemasonry. That which ought to be an unalloyed pleasure is, however, somewhat tempered by the regret that I am not more competent to do justice to that honorable body. The Ancient Landmark Lodge has now worked with us under the same roof for about four years, during which time we could not fail to be benefitted by having near to us a Lodge which, working under a different constitution to ourselves, has always set an example of the good feeling which should bind together Masons of all denominations. No one who has had the pleasure of being present at these meetings, could help admiring the solemnity and impressiveness of their ceremonies and their strict adherence to the ancient land marks of our Order. In W. Bro. Blanchard they are fortunate in having for their Master a man who, universally respected, is capable and willing to instruct and direct them in all matters relating to the Craft. I trust that the good will that has existed between the Lodges of various constitutions, which worked together in the old building, will follow us to this noble structure; and I am sure that while American Freemasonry is so ably represented, we shall continue to to work with that harmony which should at all times characterize Freemasons. I will not detain you any longer, but ask you to drink a bumper to the health of the Ancient Land Mark Lodge, and success to American Freemasonry throughout the world.

This was responded to by Bro. Blanchard, who, in turn proposed—"W. Bro. Tilby, Acting D.D.G.M., the Dedication Committee, and the Stewards of the Banquet,"

This was acknowledged by Bros. Tilby and Nutt.

Bro. Endicott was next to called on by the Chair, to propose the health of the "Visiting Brethren," which he did in the following terms:—R. W. Sir and Brethren, I was not aware until this moment that it was expected I should propose the next toast, and consequently I trust I shall be pardoned for being entirely unprepared. I hope that the sincerity with which I offer the following sentiment, will compensate for its laconism. "The health of our "Visiting Brethren, who have done us "the honor of being present," coupled with the name of Bro. Markham.

Bro. Markham warmly acknowledged the toast, expressing the great gratification he had felt at being present on so auspicious an occasion, and his high appreciation of the splendid entertainment offered—sentiments which, he was sure, were shared by every visitor present.

The S. G. W., in rising to propose the next toast, said it was one which, he was sure, would be heartily responded to by every Mason present. It was the health of "R. W. Bro. Parker, late D. D. G. M. of English Freemasonry in China, and the Founders of the Masonic Hall." Many of us (said Bro. Gundry) have had the pleasure of Bro. Parker's personal acquaintance, most of us have sat under his rule as Masons, and all are aware that we are largely indebted to his energy and zeal for the success of the undertaking which has this day been completed. The difficulty of the undertaking lay principally in its commencement. Even in the prosperous days when the project of erecting a new hall was conceived, Tls. 40,000 was a large sum to collect, solely among the Masonic Fraternity. The leaders of Freemasonry in Shanghai at the time, however,—the masters and officers of the different Lodges, addressed themselves manfully to the task, and Bro. Parker had the gratification, on leaving Shanghai, of knowing that every *cash* of the sum needed was deposited in hard Sycee in the cellars of one of the local banks. I am sure, Brethren, you will regret equally with myself that he has not been present to witness the dedication of the building in which he took so much interest; and this regret is enhanced by the knowledge that his absence is attributable to ill-health. I call on you now to join me in drinking renewed health and prosperity to R. W. Bro. Parker, and in expressing a hope that we may, some day, have the gratification of welcoming him back to China.

Bro. Jackson, who was called on to acknowledge this toast, said he thought Bro. Gundry, in proposing it, had forgotten to name, among the Founders of the new Hall, one of its warmest supporters; one who had since been gathered to that Grand Lodge above where he trusted they should all meet when their time arrived. He alluded to Bro. Dunlop. He might be travelling out of the limit assigned him in making these remarks, (No! No!) and would therefore at once thank the brethren for the hearty way in which they had received the toast, and endorse the hope expressed by its proposer, that they might soon have the pleasure of welcoming Bro. Parker back to Shanghai.

Bro. Markham next proposed in a humourous speech, the—"Wives, Sisters and Daughters of Masons," He should have felt great diffidence in his powers to do justice to the toast in his own words; but a worthy brother present had aided him with a sentiment than which nothing could better express the universal feeling. "May our wives be endowed with wisdom to take care of us, strength to uprear our young masons, and beauty to adorn them with every virtue and accomplishment. May our sisters unite their fortunes with none but good masons and true; and may our daughters, with such good examples before them—follow in the footsteps of their mothers and aunts."

This was responded to by Bro. Houstoun.

And the final toast—"All Poor and Distressed Masons, wheresoever dispersed over the face of land or water, and wishing them a safe return to their own country, if so be they desire it themselves," was then proposed by the Grand Tyler.

The dinner occupied so long—till 10.30 P.M., that the last toast had not been drunk till 11.30, when the Lodge was closed, and the party broke up.

CRICKET.

"TEA AND SILK" v. "THE WORLD."

This match was played on Monday, September 23rd, and as will be seen from the score, was a very hollow affair. Tea and Silk went first to the wickets, where they did not long remain, as the whole eleven went out for 28, 9 of which were extras. The wickets fell very curiously, the first going with the score at 5, and the others as follows, 2 for 7; 3 for 10: 4 for 22; 5, 6 & 7 for 26; 8 & 9 for 27; 10 for 28—by which it will seen that the last 7 men only scored 6 between them. The bowlers were Manson (slows) and Groom.

"The World's" first innings was commenced by McDonnell and Manson, to the bowling of Waller and Price; both batsmen began to score at once and the score was quickly hit up to 30, when Percival was put on at the lower end, and Tate at the other wicket, this last change was fatal to Manson who was bowled after playing a good innings of 31, in which were four 3's, &c., &c., (1 for 52). The next wicket went at 53, and the third at 54. Tobin, the next man, was bowled at 66, and the 5th wicket fell at 78, 6th at 71, and 7th and 8th at 73; the innings closing for 80 or 52 in advance of the others. Tea and Silk then turned out for their second essay, and "*mirabile dictu*" this innings was no better than the first, as they only succeeded in getting exactly the same number as before. The slows of Manson, were mainly instrumental in attaining this result, no less than 6 wickets succumbing to these "insidious twisters." The total of the two innings being 56, it left "the World" victors by 24 runs in one innings!

SCORE.

TEA AND SILK.

First Innings.		Second Innings.	
Duval c. & b. Manson	3	b. Manson	0
Head l. b. w. b. Groom ..	9	b. Groom	1
Bullock b. Groom.....	0	c. Bell b. Manson....	6
Waller b. Manson	3	c. Groom b. Manson..	2
Price b. Manson.....	2	st. Groom b. Manson..	3
Jaffray run out.....	0	b. Groom.....	2
Tate c. McDonell b. Groom	0	c. Bell b. Manson	1
Oliphant b Groom.....	1	b. Groom.....	3
Percival not out.....	1	not out.....	2
Chalmers h. w. b. Groom..	0	run out.....	0
Dow st. Groom b. Manson.	0	c. Mowatt b. Manson..	2
Byes 2, Wides 7.....	9	B. 2, l. b. 1, w. b. 3 ..	6
Total.....	28	Total.....	28

WORLD.

McDonell	b. Percival.....	19
Manson	b. Tate	31
Hyslop.....	c. Jaffray, b. Percival..	1
Hearn.....	l. b. w. b. Percival.....	0
Tobin.....	b. Percival.....	5
Groom.....	l. b. w. b. Percival.....	3
Dorling	b. Tate	2
Bell.....	b. Percival.....	0
Mowat.....	not out.....	5
Cooper.....	b. Tate.....	1
Cooke	c. Oliphant, b. Percival..	0
Wides 5, Byes 6, Leg Byes 2.....		13
Total.....		80

On account of the above match turning out such an unsatisfactory affair, it was decided to play a return on Tuesday; but the result was the same, as "the World" headed their opponents by 101 runs, with a man short. This second match proves that the first was not a "fluke," as the bowling, batting and fielding of "the World" was superior all round, to that of their opponents. The principal feature in the Match was the fine innings of Manson, who scored 55 and was then run out. The slows were again fatal to five wickets, and it is evident that they ought to be practiced more than they are at present.

TEA AND SILK.

First Innings.

Percival.....	c. Hyslop b. Groom	1
Head	c. Mowat b Manson.....	1
Waller	st. Groom b. Manson	3
Jaffray.....	c. Bell b. Manson.....	5
Price	c. McDonell b. Groom....	2
Bullock	c. and b. Groom.	7
Duval.....	b. Groom.....	16
Tate	b. Manson	6
Chalmers	b. Manson.....	9
Oliphant.....	b. Groom.....	7
Dow	not out	0
Leg Bye 1, Wides 4.....		5
	Total.....	62

THE WORLD.

McDonell	b. Head.....	28
Hyslop.....	b. Waller....	21
Manson.....	run out.....	55
Green.....	b. Tate.....	1
Tobin.....	b. do.	3
Dorling.....	b. Waller.....	9
Bell.....	b. do.	0
Cooke.....	absent.....	0
Hearne.....	b. Waller.....	7
Mowat.....	not out.....	5
Morris	b. Price.....	1
Byes 17, Wides 15, Leg Bye 1.....		33
	Total.....	163

AMATEUR DRAMATIC CLUB.

The adjourned annual meeting of the Club was held at the theatre on Saturday, the 21st instant, eighteen members of the Club being present.

Mr. J. P. Tate, the Chairman of Committee, was called to the chair.

The Secretary read the Report and Balance Sheet, from which it appeared that four performances had been given during the past season; "The gross receipts of which were; March 1, Whitebait at Greenwich and Faust, $1,449; March 28, Taming a Truant and to Paris and back, $998; April 25, Lending a Hand, and Still Waters Run Deep, $957?; May 31, An Ugly Customer and Ivanhoe, $1,204.50. The whole of these receipts were paid to the Theatre fund in accordance with the intention expressed in paragraphs 10 and 13 of the rules of the Club."

The Chairman explained that the remittance to England was for part cost of a Piano suitable for the orchestra, for a stock of paints, wigs and books, and would probably turn out to be a very profitable investment.

Mr. Oliphant proposed and Mr. Chalmers seconded—

"That the Report and Balance Sheet just read be adopted and passed."

Which was carried unanimously.

The election of a Committee for the ensuing year then took place, with the following result.

Messrs. J. P. Tate 17 votes, G. R. Corner 17, R. W. Little 17, C. H. Butcher 13, A. C. Oliphant 13, F. A. Groom 10, E. W. Batt 7, J. K. Davis 6, J. A. Hawes 4, E. Lawrance 1, W. A. Turnbull 1, W. E. Stephenson 1, H. Cope 1.

The six first-named gentlemen were declared duly elected.

This was followed by the ballot for new members, by which the following gentlemen were declared duly elected: Messrs. R. J. Forrest, R. G. Head, W. W. Hyde, J. Nutt and J. S. Robison.

During the balloting it was proposed by Mr. Groom and seconded by Mr. Little—

"That a vote of thanks be given to Messrs. Alabaster and Merry, for their services on the Stage and in the Committee-Room, and that the Secretary be directed to inform them of the same."

This was carried by acclamation.

Mr. Oliphant then proposed and Mr. Chalmers seconded—

"That a vote of thanks be given to Mr. Tate for his valuable services as manager during the past season, a post which he is earnestly requested to retain."

Carried unanimously.

Mr. Davis gave notice of a motion for the next meeting, and after some conversation, and the usual vote of thanks to the Chairman, the meeting adjourned.

THE LYCEUM THEATRE.

A well attended meeting of Scrip-holders and Subscribers was held at the Club on Thursday, 26th September, 1867, at 6.30 P.M.

It was proposed by Mr. Oliphant and seconded by Mr. Hancock, that Mr. W. J. Bryans should take the chair, which was carried unanimously.

The Chairman explained that the object of the meeting was to receive the Report

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

and Balance sheet. They appeared satisfactory, and as they had been circulated among the Scrip holders he presumed they might be taken as read.

REPORT.

The Committee of the Lyceum Theatre in presenting their report, although they are unable to announce the existence of any surplus for distribution, are glad to be able to congratulate the subscribers on the success that has attended the very short season for which the Theatre was available. It was only opened on March 1st, and closed for the season on May 31st.

The annexed balance sheet requires little explanation. The building itself it will be seen cost $8,098.36. There has been farther expended a sum of $2,359.71 on furniture, decorations, stock-scenery, stage-work, &c., making the total cost of the Theatre, fitted. $10,458.07. The cost of wages, carpenters' work, wardrobe and refreshments for four performances was $2,472 31; and there is a balance in hand of $291.79.

The money was provided from the following sources:— Donations; by small subscriptions from members of the community who did not wish for Scrip, $182.43. Gross proceeds of four performances by the Amateur Dramatic Club, the whole of which were paid to the Theatre Fund, $1,608.50. Rent from outsiders, $323.13. The liabilities depending will be easily covered by the first performance this season.

Judging by the past season the Committee look forward to a surplus next year, sufficient to enable them to redeem at least one-fourth of the scrip, without counting the rent to be derived from any travelling company that may arrive. They have now accumulated a good stock of scenery and dresses which, as well as the house itself, are in very good order.

The Committee have not succeeded in getting insurance on the Theatre.

In conclusion, the Committee have to regret the loss of the services of Messrs. Alabaster and Merry, to whom so much of the success they record was due.

It was then proposed by Mr. MACLEAN and seconded by Mr. BROADBENT. That the Report and Balance sheet be adopted and passed, which was carried unanimously.

The Hon. Treasurer, Mr. CORNER, explained the item of Tls. 1,651.76 which appeared in the Balance sheet as paid to Capt. Roberts for extras.

It was then proposed by Mr. HANCOCK and seconded by Mr. WHITAKER.

That the following gentlemen—being the Committee of the Amateur Dramatic Club—be elected committee of the Theatre for the ensuing year: Messrs. Butcher, Corner, Groom, Little, Oliphant and Tate,—which was carried unanimously.

A long discussion ensued as to the propriety of setting aside some portion of the expected surplus as an Insurance fund, and eventually it was proposed by Mr. CHALMERS and seconded by Mr. MACLEAN;—That fifty per cent of any surplus that may appear at the end of the season shall be invested in one of the local Banks as an Insurance fund, in the name of the Chairman of the Committee for the time being, until half the amount of the original cost of the Theatre has been collected, when the balance of the Scrip shall be redeemed,—which was carried unanimously.

Mr. OLIPHANT proposed and Mr. LITTLE seconded a vote of thanks to Mr. Bryans for his able and courteous conduct in the chair,—and the meeting separated.

NORTH-CHINA.

The following interesting notes on the highways of North-China have been published in the *Daily Press*, over the signature A. W.

The Imperial Highways.—The northern provinces are well provided with good roads; they were made by early Emperors and have been kept in good or bad repair according to the vigour or non-vigour of the Government. They radiate from the capital in all directions, one goes eastward through Qung-ping-foo, Shanhai-kwan, King-chow-foo, Nowk-den, Kirining-qu-ta, and on the very extremity of the continent, having a good cart-road to Paisiott, the Russian port on the east coast of Asia. Near Munk-den this road branches off to the capital of Corea. Another great road goes north-east through Ku-pikow on to Zeh-hol, and thence to Parin-hotun and Poro-hotun, about lat. 45 deg., and I know not how much further northwards. A third goes westward through the Nan-kow pass, Suen-wah-foo, Kal-gan or Chung-kiakow, where it bifurcates, one going north by west to Dolonor, and the other going on to Urga-kiachta and Europe. A fourth goes south-west through Pau-ting-foo, Ching-ting-foo, to Tai-yuen-foo, thence south through Shan-si to Toong-kwan, the fortress at the southerly bend of the Yellow River. From this place it goes last past Sing-age-foo, beyond which city it divides into two branches, one going west by north to Kan-suh and Thibet, and the other through Sz-chuen on to Siam. Another road runs nearly due south through Pauting-foo, Ho-kien-foo, Tuh-chow, Touchan-foo, Sien-chow, Huchin, lat. 33 deg. 10 min., long. 117 deg. 16 E., where it divides, one branch going to Nanking and the other to Nan-chang-foo, where passengers embark for Canton. A sixth leaves the road to Shan-si at Ching-ting-foo, proceeds southwards *viâ* Wo-kyun-foo, to Kai-foong-foo thence to the great distributing city of Fau-chang on the Han River, where travellers can hire boats which will take them by walk all the way to Canton, this is the western Canton route. And there is yet another great road which leaves the southerly road at Tuh-chow, also spelt Ti-chow, and leads south-east through Shan-tung, giving off a branch which leads to Chefoo, now a good cart-road. These roads are carried in as direct a line as possible to their respective destinations. They are supplied with excellent bridges, some of them really magnificent, having twenty, thirty, forty, and fifty arches, as the case may be. Towards the west of Pekin and in Shan-si they are often of marble, and the balustrades finely ornamented by innumerable figures of animals, such as lions, tigers, dogs, monkeys, &c. &c. When the rivers are very wide the roads are well supplied with ferries, whose huge boats are capable of taking three or four carts at one time. In the province of Chi-li and parts of Honan and Shan-tung the highways are perfectly level, and you can travel at the rate of 35 to 40 miles per diem. In Shan-si and the hilly districts progress is slower. Valleys and ravines are generally chosen when these do not diverge too far from the direct line; but where necessary roads are cut though rocks, miles of the way are causewayed with huge blocks of granite, and the road carried manfully right over huge ranges of mountains. In the Shan-si passes and several other places the labour expended is something stupendous, quite in keeping with the other huge undertakings in this Empire, such as the Grand Canal and the Great Wall. These roads are usually from 70 to 80 feet broad in the plains, and are generally planted on each side with rows of fine trees, so that they look like some of the fine roads in England and on the continent, and in some places like grand avenues. Every few li there are guard-houses where soldiers used to be stationed, who were ready to accompany travellers during night to protect them from danger, and every 10 li or 3¼ miles there are huge well-built signal towers on which fires were lit at night, and dense columns of smoke from wolf dung raised in the day time when any intelligence of importance had to be telegraphed. In addition to the numerous and well-supplied inns for travellers, there are also large inns for the Emperor or important officials, and places where post-horses are kept always in readiness, and where couriers can obtain fresh steeds to post along on their errands. In addition to the large cities which appear on the maps, there are large villages every 10 li or 3¼ miles on the great highways; some of them very important and the centres of much trade. Few things impress the traveller more with the large-mindedness, ability, vigilance, and vigour of the former Emperors and the greatness of the Empire, than these roads, and we wonder at the touches of exaggeration which mark the pages of the Marco Polo, and the other Jesuit fathers; for the bridges, cuttings, and the fine cities then in their glory would form a powerful contrast to the roads and works which existed in their native countries. And perhaps nothing so painfully demonstrates the decadence and utter emaculation of the present rulers as the wretched condition of many portions of these fine roads, which could be repaired by the expenditure of a little thought and a very little money.

Cart Roads.—But besides these highways, there are innumerable other roads intersecting the country in all directions, and forming a perfect net-work, and these not simply footpaths, but good roads traversed by hundreds of vehicles every day, so that wherever you wish to go you can have almost always a cart-road direct to the place. Many of these minor roads are also supplied with signal towers, inns, and every convenience for travelling.

Proposed Railways.—The country is admirably adapted for railways. The greater part is a plain, and when mountains branch inwards there are generally valleys, often very wide and fertile, through which lines could be carried. The great highways I have just been describing form the best guides, both physically and economically, in reference to the most feasible lines. They form the most direct routes to the great emporiums of trade with the fewest possible natural obstructions. Their course lies also through the most populous districts, either so originally, or attracted by the facilities of communication, so that lines of railways could be laid parallel to them all. But as such a net-work of railways is out of the question at present, I would venture to suggest two great trunk lines, one running from Peking south to Canton, with a branch to Shanghai, and another running east and west from some harbour north of the Yangtsze-kiang, available for ships of large tonnage, and open all the year round; and from this carried through Shan-tung Chi-li, Shanse, and on to Shan-si. It would be well to begin with the first for many reasons, but more especially because in this case advantage could be taken of the banks of the Grand Canal for a portion of the way, and as this lies nearly direct through a country perfectly level, and is Government property, there would be no bargaining with private individuals no grave-yards to upset, and, in short, the least violent change possible under the circumstances. I have no fear of the junk men who still remain on the canal rising against such an undertaking. Comparatively few now, they would soon find employment in the construction of the works needed for this enterprize, and they are not strangers to the kind of labour which would be required. And in reference to this and the muleteers and carriers of all descriptions, I am confident that the lateral traffic which would immediately spring up in connection with such lines would soon engage all their resources, and create a business which would astonish us. And I base my belief upon personal observation of the spirit of the people, confirmed by what has transpired in reference to steamers. They have been rapidly taken advantage of, not only by the mercantile classes, but even by the literati, who are so ill to move: witness the loads of scholars which are brought from the south to Tientsin for the examinations in Peking; also the mandarins, who now use them. The fame of them has spread all over the country; their safety and rapidity is in every man's mouth, so that railways would soon also command their approbation. I see therefore no great difficulty to the introduction of railways into China. The grave-yard question has been exaggerated; they are formidable only near large towns, and could easily be avoided, or where unavoidable a little extra money or an Imperial tablet would soon allay the clamour. No one who has thought carefully over the subject ever contemplate the multiplication of Treaty ports and Consulates in China. The impracticability of this has been clearly shown in an able article in the *Consular Gazette* dated July 15th, and yet every one sees the importance of this vast country with great resources all but untouched being throughly opened up. How, then, can the problem be solved? By the introduction of railways and the adoption of a system of passports: this would secure all that was necessary for the development of the country, obviate the necessity of the creation of minor agencies by large firms, and entail little or no expense on the part of foreign governments. They would of course require to be managed at first and for long by foreigners, but this might be done by the creation of another service, such as the Imperial Customs, and so in no way oppose, but rather be subservient and a source of strength to the native government. I sympathize with the published opinions of H. E. Sir Rutherford Alcock, H. M.'s Minister, that the Treaty should be revised impartially, that we should hear what the Chinese have to say as well as our own countrymen, but I humbly think we ought never to lose sight of the speciality of the case as regards the Chinese. They are in a state of transition, or rather differentiation; new thoughts and new ideas, and new means of warfare have got abroad among them, fomenting and exciting their minds. Year by year this is increasing, and it is as impossible to arrest its cause as it is undesirable. The old paths will not now do; China can never again be governed in the old way. The country is far too large. Foreign ideas have made far too great progress for this. New channels must be provided for the new thought. New means must be adopted to meet the emergency which has arisen, else it will be confusion worse confounded. China is like a man under a course of medicine, we have put him in this position, we dare not leave him alone, nor even trust him to his own ideas, for that would prove his ruin. We must take him in hand, point out the proper methods; and, as far as consistent, force him to follow them, until we have set him on his feet again in new health and fresh vigour, qualified to start on a new and glorious career, I do not despair of the Chinese being able to rise again from their prostration, nor even of the present Government being able to purify and re-organize the country; but new means must be adopted. In the present position of China nothing is so likely to do her real and permanent good as the introduction of railways. It would enrich her people, it would provide means for the diffusion of knowledge, it would break down her heavy prejudices, and bring her within the pale of civilization. Moreover, it appears indispensible to the Government of the country. Four organized bodies of rebels at present devastate the Empire—one in Yun-nan, another in Shensi, a third in Ho-nan—and a fourth in Shan-tung. They are destroying everything wherever they go. Unless there be some means provided of rapidly concentrating troops at any given point, I do not see how they can be put down, or peace and security introduced into this unhappy country. Railways or anarchy appears to me the only alternative left to the Chinese people.—Yours, &c.,

A. W.

Chefoo, 19th Aug., 1867.

Law Reports.

BANKRUPTCY COURT.

September 23rd, 1867.

Before C. W. GOODWIN, Esq.

In re DENT & Co.

Mr. Mitchell and Mr. Lawrance appeared for the Bankrupts.

The COURT wished to know if the other partners of the firm concurred in any proceedings that might be taken, which was answered in the affirmative.

Mr. WHITE appeared for Captain Bell, (late in the employ of Dent & Co.) who claimed an amount of Tls. 2,900 for wages due.

G. BELL.—I was formerly in Dent & Co.'s employ. I left their service on the 18th February, when their steamers were handed over to Russell & Co. The amount claimed is for wages up to June, 1867. I had been in the habit of drawing money from time to time. I was not aware that interest was allowed, till I saw it put in my account current. I never kept account of what I drew. On 16th July, I went to settle up, but was informed that I could get no money.

The COURT said that, as Capt. Bell left the service without taking out the money due to him, the said money became a deposit and could not therefore be claimed as wages.

The amount, Tls. 2,948, therefore would be proved as a debt.

G A. LAMBERT.—I am a ship-builder, I have been receiving 8 per cent on my account. I claim Tls. 1,897.

This was admitted, with interest from 30th June to 9th July.

ALEX. JOHNSTON claimed Tls. 467. 72 for various taxes due to the Municipal Council, which was allowed, subject to revision by the official assignee.

P. JOHNSON, claimed Tls. 273.00 for passage money home and wages till he reached London, as per agreement made. This was admitted.

Mr. MITCHELL claimed on behalf of the bankrupts, that they had passed their first examination, and applied for a second meeting in 60 days from this date.

An adjournment was then made till Monday, December 2nd, at 12 o'clock.

ADMIRALTY COURT.

September 26th.

Before C. W. GOODWIN, Esq.; and

R. V. CARLYON, Esq., R.N., Captain TALBOT, R.N.R., (*Sea Flower*), Captain ROGER, (Str. *Lightning*), } *Assessors.*

OWNERS OF BARQUE "TIENTSIN" *versus* "MALACCA."

THIS was a claim of $17,500, for damage done to former vessel by coming into collision with the latter.

Mr. Eames for the plaintiffs.

Mr. Myburgh for the defendants.

Mr. MYBURGH requested to alter a clerical error in his answer, and there being no objection, this was allowed by the Court.

Mr. EAMES (having read the petition) said that he would not take up the time of the Court by entering into a lengthy argument in support of his case, as it seemed to him the question was so simple. The facts of the case were, in short, as follow:—The *Malacca* and the *Tientsin* came into collision, and the question was, who was to blame? That, of course, was left to the Court to decide; but he hoped to prove that the damage done to the *Tientsin* was entirely owing to the fault of the *Malacca*. He could not conceive what the defence would be, but that would be shown shortly. In passing up a narrow channel it is the duty of steamers to keep on the starboard shore. The *Malacca* violated this and in fact every other rule.

CHAS HEDLEY,—I am late master of the barque "*Tientsin*." The Register is in the Consulate. She was sunk on 28th July, the ship got underweigh, about 4 miles below Woosung. The last time she anchored

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

was abreast of Woosung. We got underweigh at 8.30 A.M. The steam tug "*Titan*" came alongside on the Starboard side and made fast, we proceeded down the river about ½ a mile and then put both helms hard aport. We went ahead for five minutes and then got amongst some junks. The tug was stopped about one minute before the *Malacca* ran into us. I think we were about 600 feet from the junks. I was aft at the time. When the ship canted, the steamer was more than half a mile from us. The *Malacca* was going about 8 knots an hour, I saw her head was canting to port. She struck us between the fore and main rigging, and carried away 4 planks of the deck. When the *Malacca* backed she got clear at once. The ship sunk in about 4 minutes. I could get no one to recover the ship.

To Mr. Myburgh.—Mr. Neill (pilot) was in charge of my ship. He came on board on Friday, the collision took place on Sunday. He told me he had a license. I have since heard it reported that he had not one, and that it was taken away for incompetency. He was in charge of the *Tientsin* at the time of the collision. He was not confined to his cabin the day before. He was standing on the poop when the collision took place. The crew of my ship were Malays. The mate was forward. The ship was anchored about the centre of the channel, nearer than the mark in the chart (produced). We slanted across the channel, until we got well over to the North Bank. We were about 20 minutes going down the North Bank. I did not know whether the *Malacca* was coming up. Before the Tug ported, I saw the *Malacca*, a little below the Red Buoy; I don't know how many points she was on our starboard bow. We began to turn about ½ or ¾ of a mile below Woosung. The *Tientsin* was 117 feet long. I think there were no junks abreast of us on the north shore. We went pretty close to the north shore. It was fully three ships lengths distant from the junks on the opposite shore. When I was half way across the channel, I told the pilot that there was no room for the *Malacca* to pass ahead of us. I did not see any one on board her waving a hat or hand. We had no alternative but to stop or run into the junk. The channel was too narrow to turn the ship round in one sweep. I will swear the *Malacca's* bow was in the side of the ship for half a minute. The shock did not knock me off my legs. I had to bring up in the morning on account of the junks being so thick. The collision took place at about half flood. We brought up about 600 or 700 feet from the time we ported.

To Mr. Eames.—The chart plan produced by plaintiff is not correct.

To Mr. Myburgh.—The collision took place about 9.30 A.M.

Two of Mr. Myburgh's witnesses were put in, on account of their not being able to attend at any other time, viz.—

George C. Johnson.—I am master of the S. S. N. Co.'s steamer *Moyune*. I have navigated this river constantly for four years. I remember on Sunday, 28th July, at 9 o'clock, I passed Woosung. I was in charge of the ship. When I first saw the *Tientsin*, she tacked near the South Bank. There were so many junks that there was no proper channel. It was more blocked up than ever I had seen before. All the junks were at anchor. I have never seen a vessel turn before in that part of the channel. When coming up that part, I should carry a starboard helm. The North bank is stony.

To Mr. Eames.—I have never had anything to do with tug-boats. I don't know where the collision occurred. The junks extended quarter of a mile below where I saw the *Tientsin*. It would not be easier to turn the *Tientsin* than my steamer. The tide had just turned. Junks generally go with the tide. I have only had one collision in the *Moyune*.

James Hardie.—I am in command of the steamer *Fusi-Yama*. I have been in this river since 1856, (with the exception of one year,) two years in the *Fusi-Yama*. On the morning in question we passed Woosung between 5.30 and 6 A.M.. It was then ebb tide. The channel was crowded with wood junks. We had to slacken and stop on account of the narrowness of the channel. I have never seen a ship turn in that part of the channel. I consider it to be a very imprudent thing.

To Mr. Eames,—The fleet of junks extended half a mile below Roundy's bungalow. I should not consider it imprudent to turn just below the junks.

[These two witnesses were for Defendants.]

James Neill.—I am a pilot, I have been 6 years on this river, I was piloting the *Tientsin* at time of collision. We anchored a little below Woosung Creek about 8.30, we got underweigh soon afterwards We anchored nearly in mid channel; we went about ½ a mile down the river to get a clear place to turn, we put our helm aport and stood over towards the junks. There was a clear channel there. We went as far over the South side as we could. I saw the *Malacca* sometime before. She was about ¾ of mile off when we put the helm aport. We took about 4 or 5 minutes to go over, when I first saw the *Malacca*, she was coming on an angle across the river with her helm to starboard. She struck us amidships nearly stem on. We sank 4 or 5 minutes afterwards. She hung a short time after striking us. The *Star of China* went down shortly after us. I have frequently turned vessels in that spot, I have a master's certificate since 1856.

To Mr. Myburgh.—I have been pilot here for 6 years, I belonged to the Old Pilot Company, I gave up their certificate. There was a new Pilot Board established. They refused me a certificate on account of my drinking. I hold no certificate now. I did not run the P. & O. Steamer *Formosa* on shore on the South Bank. In 1866, I put the barque *Hotspur* on the bank opposite the Astor House. I remember Piloting the ship *Golden Spur* in March. The Captain took charge of her at Woosung. When I ported the helm, I saw the *Malacca* about ½ a mile off. I don't know how many points she was on our Starboard bow. I turned the Barque *Corea* in the same place. She was about 450 tons. I don't recollect any other ship that I have turned there. There were junks near where we anchored. There was not enough channel to work a vessel but there was enough to bring a Steam-boat to. The tug was not put on Starboard side because I anticipated a difficulty in turning. The *Titan* is very powerful. She would take about three minutes to go 400 feet. I stopped because of the Junks and not because of the *Malacca*. The tide was running about 2 knots. If the junks had not been there, I should not have stopped the ship. When I stopped the *Titan*, the *Malacca* was about 100 yards from us. She turned astern after she struck us. The *Tientsin's* draught of water is 12½ feet. It would take about 5 minutes to turn round as we were heading then. I will swear I did not hear the *Malacca.s* whistle blown before we were across. The *Titan's* whistle was blown first. If I had thought the *Malacca* could come up in 2 or 3 minutes, I would not have turned, it would have been dangerous to do so. I did not think she was coming so fast till she struck us. I knew she would have to pass us in that channel. She need not carry a starboard helm all the way. I remember being alongside of the *Cadiz* in 1862, the Captain refused to take me on board. The Captain of the *Tientsin* called my attention to the *Malacca* when it was too late to stop. I did not think there was danger when he told me. I went on as far as I could to give the *Malacca* as much chance as possible. Her head was cast to port. It was about 2 or 3 minutes from that time to when the Captain spoke to me. I heard Captain Tomlin ask me what I meant by coming across his bows.

To Mr. Eames.—What I meant by the *Titan* going 400 feet in 3 minutes was when she was fast to our ship. The *Malacca* struck us 1½ minutes after we stopped.

J. Elshout.—I command the steamer ——— late *Nora Creina*. I was standing on the poop of my steamer at time of collision. I saw it plainly, my vessel was at anchor. I noticed the vessels 5 minutes before. I did not see the *Malacca* till just before she struck the ship. There were junks there. The *Tientsin* was close to them. The channel was 200 yards wide at that place. I saw the *Malacca's* head was to port. The barque sank three or four minutes after the collision. I have lain in that place, on and off, since last April. The North-Bank is kept by vessels coming in.

To Mr. Myburgh.—I was lying a little above the fort, a little below Roundy's bungalow. The collision took place right abreast of us. The *Tientsin* was standing across and the *Malacca* was heading to port. The *Malacca's* whistle was blown just before she struck. The *Titan* was stopped at the moment of collision. The width of the channel was about 200 yards; we were lying in 5 fathoms of water. After the collision the *Malacca's* stern was towards the North Bank The vessels were about 500 or 600 yards apart when I first saw them. I would undertake to say the *Malacca* was going 2 knots when she struck. I don't know the Captain of the *Titan*. I don't know anybody in Shanghai.

G. Storm.—I am mate of the steamer *Nora Creina*. I saw the collision. I saw the *Malacca* at the Red Buoy, and the *Tientsin* was about 150 yards from our stern. I saw the *Tientsin* porting her head and turning over at the South bank; there were a lot of wood junks there. The *Malacca* struck nearly stem on.

To Mr. Myburgh.—I noticed the *Tientsin* first. I noticed the *Malacca* by the buoy when she was coming in. She was near the South bank. The *Tientsin* was about 150 or 200 yards astern of us when I saw her helm put to port. The *Malacca* was about 50 yards below us when I first saw her head canted to port and in mid stream. I don't know which ship was going faster.

To Mr. Eames.—When I first saw the *Malacca's* head to port, the *Tientsin* had stopped. I heard some one on board the *Malacca* sing out to let go the anchor.

——— Lake.—I am an Engineer of the *Nora Creina*. On the 28th I was standing on the poop. I first saw the *Tientsin* about 300 yards astern, When the *Tientsin* first turned the *Malacca* was about 400 yards from the *Tientsin*. At the time of the collision the *Tientsin* was making a circle.

To Mr. Myburgh.—The *Malacca* was about mid channel when she was 400 yards off. When the *Malacca* was about 150 yards from the *Tientsin* she ported her helm. I heard some one on board the *Malacca* sing out to let go the anchor. It could not be two minutes from that time to the time of the collision. The *Titan* had been blowing her whistle for a quarter of an hour before. The *Malacca* only blew her whistle once; she turned astern directly after she struck. I don't know how long the junks had been there. The collision occurred 200 yards from us.

Chalres Brayshier.—I am Assistant Harbour Master at Woosung. I was there on the day of collision. I did not see it. I saw the *Tientsin* first in the act of sinking. I have been at Woosung 1½ years. When I saw her sinking her head was E.N.E. The *Malacca*, *Belvidere* and the *Star of China* passed the bar abreast, astern of the *Tientsin*. The vessel has not been raised.

To Mr. Myburgh.—There was room for two vessels in the channel, She sunk midway between Woosung and the creek. I should not have turned a ship in that place.

R. Crichton.—I am in charge of the Woosung light ship. I was there at the time of the collision. I saw the *Tientsin* on the south shore, the *Malacca* being about 100 yards from her, heading towards her. There were several wood junks there. I saw the pilot of the *Tientsin* the same day, he was perfectly sober.

To Mr. Myburgh,—It was about a minute or minute and half, before the *Malacca* got clear. There were not many junks at that part.

D. Campbell.—I am a pilot, on the day of collision I was piloting the *Star of China*. When I first saw the *Tientsin* she was turning round, and the *Malacca* about half a mile below the red buoy, coming up. I was distant about ½ a mile from the ships. When I first saw the *Malacca*, she appeared to be going across the barque's bow, with her head to port. I had no difficulty in passing the *Tientsin*. I should think the clear channel was about 250 yards. I have been 4 years a pilot on the river. I don't think there is any trouble in turning a ship in that place.

To Mr. Myburgh.—I think I could turn in 2 or 3 minutes. I don't belong to the same Pilot Co. as Neill.

To the Court.—With the tide as it was, it was not difficult to turn at that place.

Mr. Myburgh here called the attention of the Court to the fact that although Mr. Eames had subpœnaed the Captain of the *Titan*, he had omitted to call him. He, being a most important witness, ought to be examined and he therefore hoped the Court would order his appearance.

Mr. Eames said that he did not wish to examine him, but his learned friend could do so if he thought proper.

The Court held that Mr. Myburgh had no right to call the witness, but as he was an important witness, it would be as well to examine him. He was accordingly placed in the witness box.

Capt. Loberge.—I am master of the *Titan*, and was towing the *Tientsin* on 28th July. I was on the bridge when I first saw the *Malacca* outside the red buoy; when she ported she was 500 yards off and 3 points on the starboard bow. It took us 3 minutes to cross the channel, and we were then stopped by the junks. We had stopped ½ a minute when she struck. We were going 3 knots. Our headway was nearly lost when we were struck. The *Malacca* was in the channel when I first saw her. The *Tientsin* sank about 3 minutes after she was struck.

To Mr. Myburgh.—The tug was lashed aft of the *Tientsin* on the starboard side. I don't think the *Malacca* was less than 500 yards off when we ported. It would take the *Malacca* 2½ minutes to go half round. The pilot ordered me to port, and I asked him if he saw the steamer coming in. I knew that unless the steamer was aware of our turning, a collision might occur. There was danger if she did not know we had altered our course. If we had both kept on our course we could have passed each other. I should think the *Malacca's* helm was reversed when she struck. If she were stopped with her helm amidships, the tide would carry her head to port. I have turned several vessels in that place, but not with a steamer so near. There might be danger.

To Mr. Eames.—The ship must be dead stopped to have her head turned to port by the tide.

To the Court.—It was necessary in my opinion to keep the helm to starboard in the position the ships were then in.

This concluded the plaintiff's case.

September 27th.

Captain Tomlin.—I am commander of the *Malacca*. I have been 21 years at sea, eight months in command of the *Malacca*. I was in command of the ship on the day of collision. I took Martin on board as pilot, he was in charge on 28th July. On that day I stopped outside to allow the tide to rise. The *Malacca's* draught is 19 feet aft and 16 feet forward. I passed Red Buoy at 9.10 A.M. I saw the *Tientsin* in the morning come to anchor on south shore. I saw her cross then from the South to North shore. I saw her come down on North shore. I was on the bridge at the time, with 1st officer, pilot and men at the wheel; we steer on the bridge. We were on port side of the channel going half-speed. We continued our course till I saw the *Tientsin* put her helm to port, we then were not more then 200 yards from her. The chart (produced) I consider to be correct as to the position of the ships. The junks were lying all over the channel. I don't think there was more than 300 feet clear channel abreast of the *Tientsin*, when she first ported. When I first saw her port, I ordered the pilot to stop and reverse at full speed. We steadied the helm. I had been carrying a starboard helm. She was 3 points on our starboard bow; had she continued her course we should not have met in collision. I blew the steam whistle and the pilot shouted to them to stop the tug and reverse. If he had stopped the collision would have been avoided. As far as I could see they were going ahead at time of collision. The pilot called my attention to wash of the *Titan*. The tide was taking her port quarter and the wind her starboard bow. The tide would have more effect on a vessel deep in the water. When we struck we were going 1½ or 2 knots. At the time I saw *Tientsin* we were going 6 knots, and the tide 2 knots. That was a reasonable speed. If I had ported it would not have saved the collision, but I should have had to go at full speed, and in that case should have run over the ship and tug and gone on shore. The junks were so close to North shore that I had no room to port. I don't think it was more than 1½ or 2 minutes from the time we reversed to time of collision. The headway of the ship would take her a quarter of a mile, in about 3 minutes. I did not drop anchor, it would have been useless. The order was give to stand by the anchor. When I saw the *Tientsin* I thought she was going to turn astern of us. I could not understand a man turning her ahead of us. It was in my opinion a very dangerous thing to turn in that channel. We were clear of the barque within ½ a minute of the collision. We struck the *Tientsin* nearly at right angles. Our head had fallen off to port 2 or 3 points. A screw-steamer can't be relied upon when turning astern.

To Mr. Eames.—We were coming up on the North side of the channel. I don't think the *Tientsin* was near the South Bank. With the engines going astern the helm has no effect, even if she is going ahead. The wind and tide and screw would turn her faster than if she were going full-speed with her helm hard aport. A deep ship would drift faster than a light ship. The *Malacca* reverses very quickly. I reversed *immediately* I saw her port. The collision was inevitable from the moment *Tientsin* ported her helm. Her port side struck our bow. If we had ported at once we could not have gone astern of the *Tientsin*. I dont know how much damage we did to the *Tientsin*. When we struck her, I thought she was going 5 knots an hour. There is a difficulty in putting the helm hard over when the ship is going full-speed. The ship answers her port helm rather quicker than her starboard. This fact had no influence in my keeping the course. I have had no experience in tug-boats or small ships less than 800 tons.

Re-examined by Mr. Myburgh.—It would have taken ½ a minute to put the helm hard-aport, without stopping the engines. He was too close to attempt anything of the kind.

D. Martin.—I have been Pilot on this river 7 years with a certificate. On the 28th July, I was in charge of the *Malacca*. I first observed the barque on South side and she then crossed over to North. We were going about 8 knots. When I first saw the *Tientsin* port we were about 200 yards from her. I asked the Captain to blow the

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

whistle. He said we had better reverse. The Captain gave the order to put the helm amidships. I also waved my hat to the ship. She was then about 3 points on our Starboard bow.

The channel abreast of the *Tientsin* was about 100 yards in width. When she ported I thought she was attempting to turn. He ought to have stopped when I waved my hat. We did not port our helm, because it was useless. If we had done so the ship would have gone on shore. The *Tientsin* did not stop when our whistle was blown. When we were going astern our head was to port. At the time we struck we were going 2 miles an hour. From the time he ported to the collision was about a minute.

The *Tientsin* was going ahead at the time of collision. I have never turned a ship in that part of the channel. I usually turn them outside the buoy or at the inner bar. It is in my opinion highly dangerous to turn a ship there, especially when another ship is near. Everybody in the *Malacca* were at their stations. It was impossible to get clear of the *Tientsin* after he ported.

To Mr. EAMES.—I will swear the *Tientsin* was going ahead 2 or 3 seconds before the collision. She was amongst the boats when she sunk. She sunk in 6 fathoms of water. The *Tientsin* went about 100 yards down the river after she ported. We were about a minute wedged into the *Tientsin*. I should say the *Malacca* is about 30 or 40 feet broad. We were on the North side of mid channel. It would take a vessel the same size as *Tientsin* to turn about 5 minutes. There is no difficulty in turning the *Malacca*.

Re-examined by Mr. MYBURGH.—We were in the usual course of ships coming up channel. The collision took place on South side of channel. We should have had to alter our course five points to avoid collision, which was impossible in the distance.

A. R. BROWN.—I am Chief officer of the *Malacca*. About five minutes before the collision, I was on the bridge. We were then in mid channel a little to the south of Roundy's bungalow. The *Tientsin* was close over to the Junks on N. Shore, coming down with her head to sea. I saw her port her helm, when she was about 3 points on our Starboard Bow from 200 to 300 yds. distant. I heard the Captain say that barque has ported her helm, stop the engines and go astern full speed This was done I believe. An order was also given to steady the helm. The whistle was blown twice. I heard the Pilot hail the barque to stop. I went forward a few seconds after. We were in mid-channel with our head canted to the South Side when we struck. I could see the Steamer before she ported her helm. Her masts were quite open. When I left the bridge the ship was going ahead. We were 30 seconds before we got loose. The *Titan* towed the *Tientsin* towards the South Bank. It was about 2 minutes from the time she ported to the collision.

To Mr. EAMES.—I don't think the anchor would have stopped the ship. The fact of striking on the *Tientsin* would not prevent her going ahead. After the *Malacca* had struck she was nearly across the river. Nothing was done with the anchor.

JAS. PHILLIP.—I am chief engineer of the *Malacca*. When passing the Red Buoy we were going at half-speed. I went below and was ordered to keep a good deal of steam up. About 9.32 I was ordered to stop and turn astern at full speed. I did so at once. We were about 1½ minutes I think before I felt a shock. We continued to go astern.

To Mr. EAMES.—It takes from 15 to 20 seconds to reverse from full speed. We went ahead and then astern to get the ship into the channel.

W. WHEELER.—I am supernumerary 4th officer of the *Malacca*. I was on the bridge at the time of collision. I first saw the *Tientsin* coming up on North Shore. I saw her port her helm; she was then about three points on our starboard bow and two ship's lengths off. I was attending to the telegraph. I was ordered to telegraph stop and reverse full speed, which I did. The channel was about 100 yards wide when we struck. I heard the pilot hail the barque and saw him wave his hat.

To Mr. EAMES.—We were in mid channel as far as I could guess.

Capt. RYDER.—I command the tug *Samson*, I have had her two years' towing on this river. I remember taking out the *Star of China* on the 28th. The junks were lying on both sides of the Channel.

We were fastened on the port side of the *Star of China*. I saw the *Tientsin* after she had sunk. I don't know anything about the collision except what I have heard. I saw where the *Tientsin* was sunk. We were near Mackenzie's Bungalow. I consider it dangerous even for the Tug to turn a ship in that part of the channel. I have never seen a vessel turn in that part of the channel. A vessel couly only turn there by backing and filling.

To Mr. EAMES.—Mackenzie's bungalow is about ½ of a mile from where the *Tientsin* sank. I don't think a ship will swing towards the tug, if lashed alongside.

Capt. KOFOD.—I have been pilot here 9 years, 3½ years of which Capt. of the *Fokelin*. I should not turn a ship in that part of the channel, it is not safe to do so. I towed up the *Wild Gazelle* on the 28th July. There was about 100 yards of clear channel. I think Mr. Neill is short sighted, I had once to take a ship from him.

To Mr. EAMES.—He was under the influence of liquor at the time.

D. DAVIS.—Quartermaster of the *Malacca*, on 28th July I was heaving the lead in the starboard fore chains. When I first saw *Tientsin* she was 2 or 3 points on our starboard bow; I saw her coming across the river about 150 or 200 yards from us. I threw the lead just before the collision and found bottom at 6 fathoms. The *Malacca* was stopped just before the collision.

To THE COURT.—I knew this by the lead being on the bottom.

To. Mr. EAMES.—I was heaving the lead quickly, for about 3 minutes. The shock startled me a little.

To Mr. MYBURGH.—It did not frighten me.

JAS. SWANSTON.—I am one of the quarter masters of *Malacca* and was at the wheel on 28th July. The wheel is on the bridge. Coming up we had our helm a little to starboard. I saw a barque 300 or 400 yards in front of us on starboard bow. I saw her port her helm. Our helm was steadied and the order given to reverse.

To Mr. EAMES.—We were steering for a mark on the bank. I did not have much time to note all the circumstances.

A HUTTON—I am a master mariner and have been to sea some time. I was on the quarter deck of the *Malacca* at time of collision. I saw the *Tientsin* coming up on the starboard bow, I heard the engine room bell go and on looking I saw the barque heading from North to South shore about 200 yards off. Everything was in order at the time. I could see a collision was inevitable.

To Mr. EAMES.—I am in the P. & O. Service. The second time I saw her she was still on the starboard bow. I did not notice the *Nora Creina*. I don't think any one in the same position as the *Malacca* would have ported the helm.

JOHN CROFT.—I was a passenger on board the *Star of China*. I know the Pilot Campbell. Mr. Moonie, Jackson and Pilot McPherson were on board. I heard Jackson say a collision had taken place. I could see the ship was sinking. It was Jackson who called my attention.

To Mr. EAMES.—Campbell told me he did not see the collision. I don't know where Campbell was at the time.

This closed the case. The Court reserved its decision.

BANKRUPTCY COURT.

Hankow, September 16.

Before J. GIBSON Esq.,
H. M. Acting Consul.

In re MACKELLAR & Co.'s Bankruptcy.

The Consul has delivered the following judgment.

The case of J. Mackellar and W. G. Gordon trading under the Firm or Title of Mackellar & Co., is an exceedingly difficult and very responsible case. We have studied the evidence and have attained the following results ;—

In the first place the Foreign firms, Foreign and Chinese Banks and the Chinese Brokers, which kept Mackellar & Co. up in their speculations and trade, are directly responsible for the fact of their bankruptcy, but there were other firms, banks, and native brokers who did not do so, and they are, of course, irresponsible. At the very outset of our reasons for Judgment, we stigmatise, in conformity with the evidence adduced, with the most severity, those Foreign Firms, those Foreign and Chinese Banks and those China Tea Brokers which allowed, nay assisted Mackellar & Co. to trade and speculate far above the Capital at the firm's disposal. We can scarcely wonder at W. G. Gordon's *want of judgment*, when the Foreign Firms, Foreign and Chinese Banks and Chinese Tea Brokers encouraged and abetted the rash speculations with loans, Orders and Goods. The Law is unable to take hold of them, and it must rest with their own consciences to affirm the morality or the *reverse*, of the flagrant, unwarrantable and unbusinesslike proceedings. In the second place, we object to the way in which Mackellar & Co.'s subsidiary books were kept. The Cash book was lacking in information, and if it had not been that a first rate accountant was appointed by the Court, so it would have remained. No Securities for loans or records of Godown orders, nor files of these Godown orders, were at all to be had, for the very sound reason that none had been kept. Mr. Gordon replies to this objection by saying that, among 20 or more constituents, such labour as this was unnecessary; but if the business had worked smoothly and satisfactorily such information as this could be furnished at small expense. The principal Books however are in proper order, and the learned Counsel who appeared for the Majority of Creditors had no charge against Gordon for "false entries in his books." But Mr. Evans, Creditors Assignee, asserted in his evidence that "on behalf of the Majority of the "Creditors I have given you (the learned "Counsel) authority to oppose Mr. Gor- "don's getting his discharge *until such time* "as the accounts are thoroughly explained." The only thing that requires explanation is the Cash Book, and that the accountant has done ; and the bill book, and that the accountant could not do. The securities for loans and the files of godown orders do not exist. Gordon not only kept this information in 1867, 66 or 65 in the back ground, but he has kept this information back in his whole course of business, as a general rule. However flagrant the proceeding on this point may be, I cannot prevent myself from thinking that Mr. Evans has adjourned Mr. Gordon's discharge to the "ides of March"; for explanation cannot be given as to information has been kept. We are sorry to differ from one of the Assignees, but we dissent from such a proposal.

In the 3rd place, W. G. Gordon's speculations betray not fraud, or any criminal misdemeanour, but they expose his want of judgement. His land speculations, his purchases of Tea in former years at 2 to 3 taels per picul above every other merchant in the place, and that in a falling market at Shanghai and in England, his purchases of Tea in this Season, the immediate cause of Mackellar & Co.'s bankruptcy; and even the keeping of his books disclose a mind not lacking in force of character or in imbecility of will, but in *business-like judgment*. A man surrounded by difficulties, such as Gordon was, ought to have stopped long ago, although no pressure had been exerted against him. But the Firms who assisted Gordon said nothing, the Banks said nothing, the Chinese said nothing, during the whole of his career until now. It was impossible for Gordon, during the last two years, or for a longer period, not to know that he was in difficulties, and that, unless trade revived, of which there was no visible prospect, insolvency must ensue as a matter of course ; when he found himself in difficulties, *not anticipating the future*, he ought to have stopped.

In the fourth place, we think Gordon has committed a most grievous fault, and that John Mackellar, even though in England, ought to have known everything that Gordon did. But, according to the evidence, the Court has no reason for accusing Gordon of any *criminal charge* ; no frauds, no misdemeanour under the Bankruptcy Act, has been proved against him.

He indulged in *reckless speculations*. I will not imprison him ; *that would be a sentence of revenge*, seeing that he has been guilty of no criminal charge ; there is a far better plan of punishing a bankrupt, that is, to attach his property for a specific period.

Our judgment, therefore, is that the assets—public and private—of John Mackellar and William Grant Gordon be distributed among the creditors *pro rata*; that a discharge be granted to the bankrupts, coupled with this condition, that during four years, the *net profits* in the business balances be produced every six months, personal and family expenses excluded of John Mackellar and William Grant Gordon, or the salary emoluments and property hereafter acquired by the said John Mackellar and William Grant Gordon, be divided into *two* portions, half to go to the said Bankrupts and half to go to the creditors, the half to go to the creditors to be apportioned pro rata.

In case of appeal I allow the said Bankrupts to take the *legal fees and witnesses' expenses* out of the present estate.

In conclusion we must express our sincere thanks to Mr. Crawford, the Accountant who wrote up the books.

Our warm acknowledgements are also due to Messrs. Price, Wood and Pinger who by their advice have done so much to assist us.

(Signed) JOHN GIBSON,
Barrister at law, Interpreter in charge of H. M. Consulate,
Hankow.

MIXED COURT.

September 20th.

Before R. J. FORREST, Esq.,
and HSU HAEFUNG.

R. A. Mowat, Official Assignee, in Re SMITH KENNEDY & Co. *v.* HSU SHENG.
Adjourned for further evidence.

BLUM BROS. & Co., *v.* { HSU-TIN-TSE, LIN-FOO-CHANG, and others.

Mr. MITCHELL for defendants, asked for an adjournment, for the purpose of collecting further evidence to answer the suit. While Mr. Mitchell was making his statement, Mr. Cheshire wished to make a remark, on which Mr. Mitchell objected to his interrupting him, as he (Mr. Cheshire) was not an admitted practitioner to that bar.

The Court said Mr. Mitchell's objection was perfectly valid.

After hearing the evidence of Blum Bro's Shroff, the Court adjourned the case till Friday next.

REID & Co. *v.* LONG KEE.

This was a claim for non-fulfilment of contract. The Defendant bought 500 pieces of T-Cloths and only took delivery of 300.

Ordered to take delivery at once.

BOWER, HANBURY & Co. *v.* WANG-KU-KEE.

Claim for non-fulfilment of contract. The Court reserved its decision.

JARDINE, MATHESON & Co. *v.* LIU-LIN-CHUN.

This was another claim for non-fulfilment of contract, and as usual, the market having fallen since the goods were bought, the buyer either would not or could not take delivery.

He was ordered to take delivery immediately, or to be imprisoned in default.

There was a claim for salvage of a Chinese Junk by some Pilots who stated they rescued the Junk from pirates at the risk of their lives. There was a good deal of Chinese evidence given and eventually the case was referred to the Taoutai at the request of Hsu Haefung.

LIST OF SILK SHIPPERS.

From 1st June to 21st Sept., 1867.

	S'ton & M'sllcs.
Adamson, W. R., and Co.,	660
Barnet, Geo, and Co.,	996
Birley, Worthington and Co.,	290
Blain, Tate and Co.,	...
Borneo Company, (Limited)	...
Bourjau, Hubener and Co.,	275
Bovet, Brothers and Co.,	292
Bower, Hanbury, and Co.,	1,943
Bradwell, Bloor and Co.,	...
Brand, Monro and Co.,	1,538
Carter and Co.,	1,199
Chapman, King and Co.,	79
Coutts and Co.,	...
Cumine and Co.,	116
Dow and Co. & J. H. Wright	615
Gamwell, F. R.,	535
Gibb, Livingston and Co.,	603
Gilman and Co.,	904
Glover and Co.,	...
Gutschow and Co.,	176
Heard, Augustine, and Co.,	290
Hogg, Brothers,	321
Holdsworth, E.,	10
Holliday, Wise and Co.,	90
Jardine, Matheson and Co.,	340
Jarvie, John, and Co.,	185
Meynard and Co.,	112
Milsom and Tod,	591
Nachtrieb, A., and Co.	30
Olyphant and Co.,	...
Overweg and Co.,	160
Petrocochino and Co.,	165
Pustau, Wm. and Co.,	402
Primrose and Co.,	551
Reid and Co.,	...
Reiss and Co.,	250
Reme and Co.,	59
Rothwell, Love and Co.,	10
Russell and Co.,	680
Sassoon, David, Sons and Co.,	373
Scheibler Matthai and Co.,	995
Shaw, Brothers and Co.,	317
Siemssen and Co.,	335
Skuggs and Co.,	502
Smith, J. M., and Co.,	39
Textor and Co.,	895
Theric and Co.,	70
Thorne, Brothers and Co.,	...
Trautmann and Co.,	160
Turner and Co.,	...
Wilkinson, Alfred, and Co.,	...
White, F. G.,	93
Miscellaneous	510
Total Bales	18,806

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Shanghai Tea, Silk, Cotton and Opium Returns for Season Commencing June 1, 1867.

From Imperial Maritime Customs.

TEA

TO GREAT BRITAIN.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Twankay.	Imperial.	Gunpowder.	Total Green.
Total as last Report			207,002.56	196.68	3.99	207,203.33	1,103.83	303.65	10,282.05	1,131.70	557.98	4,738.28	8,263.12	26,380.61
Georges	Sept. 23	London	4,566.92	..	..	4,566.92	..	..	82.64	16.26	7.30	21.60	36.56	164.36
Achilles	" 24	"	330.06	..	..	330.06	..	7.72	3,178.17	580.65	169.00	755.00	1,417.29	6,107.83
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	211,899.54	196.68	3.99	212,100.31	1,103.83	311.37	13,542.86	1,728.61	734.28	5,514.88	9,716.97	32,652.80

TO UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Oolong	Brick.	Total Black.	Japan Unclassed.	Young Hyson.	Hyson.	Sorts.	Twankay.	Imperial.	Gunpowder.	Total Green.
Total as last Report			..	..	..	..	22.12	..	..	61.50	..	..	..	83.62
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	..	..	..	..	22.12	..	..	61.50	..	..	..	83.62

TO HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Dust.	Brick.	Total Black.	Japan Unclassed.	Young Hyson.	Hyson.	Hyson Skin.	Sorts.	Imperial.	Gunpowder.	Total Green.
Total as last Report			4,541.04	..	12,620.85	17,161.89	..	96.03	256.22	253.00	253.08	..	99.01	975.34
Ying-tze-fei	Sept. 20	Tientsin	..	..	359.10	359.10	..	..	..	..	..	..	..	..
Aden	" 21	Hongkong	..	..	..	..	..	..	193.01	..	..	..	..	193.01
Manchu	" 25	Tientsin	380.00	..	1,916.70	2,296.70	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
			..	..	..	..	..	..	..	..	..	..	..	..
		Total	4,921.04	..	14,896.65	19,817.69	..	96.03	449.23	253.00	253.08	..	99.01	1,168.35

SILK.

	To Great Britain.	To Marseilles.	To America.	To Hongkong & Coast Ports.	Total China.	Japan Transhipped.	Grand Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Total as per last Report	11861 2456	4553 350	126 36	366 ..	18520 1828	1595 304	20115 2132
Total	14317	4903	162	366	20348	1899	22247

COTTON.

Ship.	Cleared.	Hongkong.			Coast Ports.			Japan.			Total.
		Export.	Re-export.	Transhipped.	Export.	Re-export.	Transhipped.	Export.	Re-export.	Transhipped.	Piculs.
Total as last Report		92.40	..	..	6,843.30	..	..	4,193.15	..	..	11,128.85
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
		..	..	..	..	..	..	..	..	..	..
Total		92.40	..	..	6,843.30	..	..	4,193.15	..	..	11,128.85

OPIUM

OPIUM RETURN FOR THE WEEK ENDING SEPTEMBER 21st, 1867.

IMPORTED.

	Malwa.		Patna.		Benares.		Persian.	
	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.
Imported and stored on board Receiving Vessels	140½	140.50	150	180.00	139	166.80	..	..
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	107	107.00	10	12.00	..	..	..	..
Imported direct to the shore	..	..	..	..	3	3.60	..	..
Total	247½	247.50	160	192.00	142	170.40	..	..
Landed from Receiving Vessels and intended chiefly for Local consumption	18½	18.50	119	142.80	59	70.80	..	..

RE-EXPORTED.

Description.	Chinkiang.		Kiukiang.		Hankow.		Chefoo.		Tientsin.		Newchwang.		Ningpo.		Keelung.		Total.	
	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.
Malwa	73	73.00	20	20.00	25	25.00	101½	101.50	200	200.00	55	55.00	53½	53.50	..	..	587	537.00
Patna	2	2.40	1	1.20	5	6.00	2	2.40	..	..	2	2.40	9	10.80	..	..	21	25.20
Benares	..	..	..	..	2	2.40	2	2.40	..	..	..	..	13	15.60	..	..	17	20.40
Persian	..	..	..	..	..	..	..	..	..	..	2	2.00	..	..	..	..	2	2.00
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	75	75.40	21	21.20	32	33.40	105½	106.30	200	200.00	59	59.40	75½	79.90	..	..	577	584.60

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

SHANGHAI, SEPTEMBER 28, 1867.

IMPORTS.

FOR the mail of the 21st our last report upon the Import Market was published, since when nothing of stirring import has transpired beyond the conclusion of the investigation in the case of the bankruptcy of Messrs. Mackellar & Co., at Hankow, particulars of which only came to hand yesterday and will be given at length in our next issue. The judgment of H.B.M.'s Consul will be found in our columns of this day The mail of the 10th August came up in the *Ganges*, arriving here on the morning of the 26th. The European arrivals consist of the *John Lidgett* from London on the 24th, from Australia none, other arrivals consist of vessels from Japan, the Coast and Riverine Ports. The *John Lidgett* spoke on the 30th August, the *Tyburnia* from London to this port.

SOFT GOODS.—There is very little change to note since last report Business has been much restricted, and the last news from the North is not such as to warrant large purchases or higher rates.

GREY SHIRTINGS.—A few small sales of 8.4 lbs. Eagle Chop have been made during the week at Tls. 2.63 to 2.67 per pce., but prices at the close are weaker, and this class of Goods cannot now be quoted over Tls. 2.60 to 2.62 per pce.

T.-CLOTHS.—Ordinary makes of 7 lbs. dull of sale. Fine Cloths wanted at 2.30 to 2.35 per pce. 6 lbs. very quiet.

FANCY GOODS—Are difficult to move; small transactions in Dyed Brocades are reported at Tls. 3 to 3.15 per pce., and in Dyed Spots at Tls. 2.70 to 2.80 per pce.

WOOLLENS.—CAMLETS remain very dull of sale—without change in value.

LONG ELLS.—A moderate enquiry exists for *C.P.H.* Scarlet at Tls. 7.15 to 7.20 per pce.

METALS.—IRON, NAIL ROD.—Sales to arrive were made about three weeks ago at Tls. 2.50 *a* 2.60 for about 22,000 bdls. A Sale was made on the 5th at Tls. 2.70; at present Tls. 2.80 could be obtained for, "best assortments" if on the spot.

FLAT & ROUND, no change.

COALS.—Since the 21st, the arrivals have been few, mostly Japan Cargo which has sold at Tls. 6.50 per ton from shipside, and Australian has under similar conditions realized 9.60 *a* 10.00

Cardiff, from ships' side	Tls.	14 *a* 15	nominal.
North Wales ,,	,,	14.00	,,
English ,,	,,	13	,,
Anthracite ,,	,,	13	,,
Sydney ,,	,,	9.60 *a* 10	Sales.
Japan ,,	,,	6.50	,,
Formosa ,,	,,	6	,,

SUGAR.—More enquired for, but buyers will not advance rates.

STRAITS PRODUCE.—Black Pepper continues as last reported, and White without change.

SANDAL WOOD.—South Sea, wanted, some few sales made to "arrive" at Tls. 3.70.

SAPAN WOOD.—None in stock.

RICE.—Shipments to the North continue.

TIN.—Tls. 18.50.

LAND & HOUSES.—Nothing worthy of report.

QUOTATIONS, DUTY PAID, IN SHANGHAI SYCEE.

		T.m.c.		T.m.c.
GREY SHIRTINGS—				
7 lbs.	℔ pc.	2.3.0	to	2.3.5
8¼ to 8½ lbs.	,,	2.5.8	,,	2.6.4
9 to 9½ lbs.	,,	3.0.0	,,	3.7.0
WHITE SHIRTINGS	,,	.....	,,	.....
56 Reed	,,	2.1.5	,,	2.5.0
60 ,,	,,	2.4.0	,,	2.4.5
64 ,,	,,	2.6.0	,,	2.7.0
66 ,,	,,	2.9.0	,,	3.2.0
AMERICAN DRILLS, 40 yds.	,,	4.2.0	,,	4.5.0
AMERICAN JEANS, 30 yds.	,,	3.7.5	,,	3.8.0
AMERICAN SHEETINGS, 40 yds.	,,	4.2.0	,,	4.5.0
ENGLISH DRILLS, 40 yds.	,,	4.2.0	,,	4.7.0
T-CLOTHS—				
6 to 7 lbs.	,,	1.8.0	,,	2.4.5
8 to 8.4 lbs.	,,	2.5.0	,,	2.8.0
HANDKERCHIEFS, Blue	℔ doz.	0.7.5	,,	0.8.0
SPOTTED SHIRTINGS—				
White, 40 yds.	℔ pc.	2.8.0	,,	.....
Dyed, Assorted	,,	2.9.0	,,	3.0.0
BROCADES—				
White, 40 yds.	,,	2.7.5	,,	2.8.0
Dyed, Assorted	,,	3.1.0	,,	3.1.5
DAMASKS, Assorted, 40 yds.	,,	5.2.5	,,	5.7.5
CHINTZ—				
Assorted, 28 yds.	,,	1.8.0	,,	2.4.0
Blue	,,	1.6.0	,,	1.7.5
Brown	,,	2.1.0	,,	2.2.5
TURKEY REDS, 24 yds.	,,	2.7.0	,,	3.0.0
VELVETS—				
Black, 22 in.	℔ yd.	0.2.4½	,,	0.2.5
Blue, 22 in.	,,	0.2.3	,,	0.2.4
VELVETEENS—				
Black, 18 in.	,,	0.1.7	,,	.....
26 in.	,,	0.2.3	,,	0.2.4
CAMLETS, English—				
S, 56 yds.	℔ p.	.....	,,	.....
S S	,,	12.0.0	,,	13.5.0
S S S	,,	.....	,,	.....
LONG ELLS—				
Scarlet, 24 yds.	,,	7.0.0	,,	7.2.0
Assorted	,,	6.8.0	,,	7.1.0
LASTINGS, 30 yds.	,,	13.0.0	,,	13.5.0
CRAPE LASTINGS, 30 yds.	,,	5.5.0	,,	10.0.0
CRAPE LUSTRES	,,	4.5.0	,,	5.1.0
ORLEANS—				
Figured, 30 yds.	,,	4.2.0	,,	4.8.0
Plain, 30 yds.	,,	4.0.0	,,	.....
IRON—				
Flat and Round	℔ pl.	2.3.0	,,	2.4.0
Nail Rod	,,	2.6.0	,,	2.8.0
Hoop	,,	2.3.0	,,	2.5.0

		T.m.c.		T.m.c.
LEAD	℔ pl.	4.7.5	to	5.0.0
TIN PLATES	℔ box	4.2.5	,,	4.4.0
STEEL	℔ tub	4.0.0	,,	.....
FLINTS	℔ pl.	1.0.0	,,	.....
WINDOW GLASS	℔ box	3.0.0	,,	.....
PEPPER—				
Black	℔ pl.	5.7.0	,,	5.8.0
White	,,	8.5.0	,,	9.0.0
BETEL NUT—				
Cochin China	,,	2.8.0	,,	3.2.0
Singapore	,,	2.4.0	,,	2.6.0
RATTANS—				
Straits, common	,,	2.4.0	,,	2.7.0
Banjermassing	,,	4.1.0	,,	4.5.0
SAPAN WOOD—				
3 pieces weighing 1 picul	,,	2.5.0	,,	2.7.0
6 *a* 7 ,, ,,	,,	2.1.0	,,	2.3.0
SANDAL WOOD—				
South Sea Island	,,	3.4.0	,,	3.7.0
Malabar	,,	11.5.0	,,	12.5.0
MANGROVE BARK—				
Singapore and Penang	,,	0.8.0	,,	0.9.0
Siam	,,	1.0.0	,,	1.1.0
TIN—				
Straits	,,	17.6.0	,,	18.0.0
Malacca	,,	18.5.0	,,	18.7.0
RICE—				
Arracan and Rangoon	,,	1.2.5	,,	1.5.0
Siam, Cargo	,,	1.0.0	,,	1.2.0
good to finest white	,,	1.3.0	,,	1.6.0
Saigon	,,	1.0.0	,,	1.4.0
Bengal, com. to middling	,,	1.1.5	,,	1.3.0
good to fine	,,	1.4.5	,,	1.6.5
SUGAR—				
Black, Swatow and Amoy	,,	2.8.0	,,	3.0.0
Formosa	,,	2.7.0	,,	3.3.0
Brown, Hainan	,,	3.4.0	,,	3.6.0
Formosa & Amoy	,,	3.5.0	,,	3.8.0
Swatow	,,	2.9.0	,,	3.5.0
Canton	,,	6.0.0	,,	7.5.0
Manila	,,	2.8.0	,,	3.3.0
White, common to fair	,,	4.0.0	,,	4.4.0
medium	,,	4.8.0	,,	5.2.0
fine to finest	,,	6.0.0	,,	6.4.0
COALS—				
English	℔ ton	13.0.0	,,	13.5.0
American Anthracite	,,	13.0.0	,,	.....
Sydney	,,	10.0.0	,,	.....
Japan	,,	6.5.0	,,	.....

EXPORTS.

BLACK TEAS.—The market for Congous has been very quiet since the mail left, only about 1,500 chests Oonam, at Tls. 15½ *a* 17, and one chop Ningchow at Tls. 19, having been settled; prices a little easier than previous purchases. Holders seem more anxious to realise, and lower rates may be anticipated. Stock about 30,000 chests.

GREEN TEAS.—Settlements have continued on a liberal scale chiefly for England, say 15,600 half-chests Fychow, Teenkai, and Moyune, at from Tls. 36 *a* 41. Two Pingsueys at Tls. 34 *a* 35¾. One or two of the chops show a fall, but we cannot quote a decline on the average. Moyunes are now beginning to arrive freely, increasing our stocks to about 46,000 packages. The steamer *Achilles*, for London, left on 25th with 814,381 lbs. Green Teas on board.

SILK.—But little has been done in Silk since the departure of the last mail, intending purchasers wishing for a material decline in prices, which the natives object to submit to. The Settlements are estimated at about 200 bales, common Teatlees and Taysaams, at prices about the same as those paid at the close of last mail. Stock fully 4000 to 5000 bales. Advices just to hand from the interior report still higher prices ruling there for true chops and good Silks, lower grades were somewhat easier.

EXCHANGE AND BULLION.

We have nothing new to report under this head. There has been no change in the market; no business doing.

On London	Bank Rate, sight,	5s. 11½d.	per Tael.
	Bank Bills, 4 months' sight,	6s. 0¼d.	
	Credits, ,, ,,	6s. 1½d.	
	Documentary and other Bills, 4 months' sight,	6s. 1½d.	
On Paris—	Credits, 4 months' sight Bank,	fcs. 7.70 *a* 7.77½.	
	Documentary, 4 months' sight,	fcs. 7.70 *a* 7.77½.	
On Calcutta—	Bank Bills, 3 days' sight,	Rs. 303 per 100 Taels.	
On Bombay—	,, ,, ,,	Rs. 303 ,, ,,	
On Hongkong—	Bank Bills, 3 days' sight,	28½ per cent discount.	
,,	Private, 15 days' sight,	28¾ ,, ,,	

BULLION:—

GOLD BARS.—Pekin, 98 touch, Tls. 166 per 10 Taels Shanghai weight.
BAR SILVER.—111.4 Shanghai Taels, per 100 Taels Canton weight.
MEXICAN DOLLARS.—73.0.0.
CAROLUS DOLLARS.—74.5.0.
COPPER CASH.—1,430 per Tael.

HOLLOWAY'S Pills & Ointment.

HOLLOWAY'S PILLS.

THIS Medicine is universally admitted to be the most efficacious remedy known to the world. No preparation is so suitable to the Climate of India as this fine and invigorating Medicine. It is particularly adapted to the Constitution of European Ladies, as it is never failing in its effects in all diseases peculiar to Females, while those who are attenuated by the debilitating effects of the Indian Climate will find in this wonderful remedy a kind of Talisman whereby they may insure a restoration to robust health.

HOLLOWAY'S OINTMENT

THE science of Medicine has never before produced any remedy that can be compared to this wonderful Ointment, as it cures after all other means have failed, all old wounds, sores, ulcers, and also the most inveterate skin diseases peculiar to the Indian Climate. It is the true friend of the Soldier and Civilian, as certain old sores can be removed by it that cannot be conquered by any other treatment.

20se-68 749 Shanghai, Sept. 20th, 1867

JOYCE'S SPORTING AMMUNITION.

ESTABLISHED 1820.

FREDERICK JOYCE & CO.

INVITE the attention of Sportsmen to the following Ammunition, of the best quality, now in general use throughout India and the Colonies.

Patent Waterproof Percussion Caps, Treble Waterproof Central Fire do.

Chemically-prepared Cloth, Felt, and Paper Waddings, Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at long distances.

Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & CO.,
Patentees and Manufacturers,
57, Upper Thames Street, London, Contractors to Her Majesty's War Department
o-a-f 442 16ma 11th Augt, 1867.

SOLID MAHOGANY FURNITURE

FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON

are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, Bed-Room Furniture, which is entirely free from Veneer.

IRON AND BRASS BEDSTEADS

suitable for all parts of the World. Their stocks consists of 2,500 Bedsteads.

HEAL & SON'S PATENT HORSEHAIR MATTRESS.

The Patent is for preventing the material from felting into a mass, and is especially suited for warm climates.

ILLUSTRATED CATALOGUE
FOR INDIA, CHINA, AND THE COLONIES,
of Bedsteads, Bedding, and Bed-Room Furniture, *sent Free to every part of the* World to which there is Book Post.

HEAL & SON,
BEDSTEAD, BEDDING, AND BED ROOM FURNITURE MANUFACTURERS,
196, 197 & 198, Tottenham Court Road, London, W.

*** Remittances and orders must be made payable in London.

31oc-67 1292.

By Royal Command

STEEL PEN MAKER TO THE QUEEN.

JOSEPH GILLOTT,

VICTORIA WORKS, BIRMINGHAM.

RESPECTFULLY directs the attention of the Commercial Public, and of all who use STEEL PENS, to the incomparable Excellence of his Productions, which, for Quality of Material, Easy Action, and Great Durability, will Insure Universal Preference.

Every Packet bears the Fac-simile of his Signature,

They can be obtained Retail of every Dealer in the World; wholesale at the Works, Graham Street, Birmingham; and at the Branch Establishments, 91, John Street, New York; and 37, Gracechurch Street, London. [23uo 1511—67

DINNEFORD'S FLUID MAGNESIA.

FOR Thirty Years the Medical Profession have approved of this pure solution a the best remedy for

Acidity of the Stomach, Headache, Heartburn, Gout, and Indigestion,

And as a mild Aperient for delicate constitutions, especially adapted for ladies and children. When combined with their

Acidulated Lemon Syrup

It forms a most agreeable effervescing draught, which is both a gentle aperient and grateful febrifuge.

In hot seasons and hot climates the *regular* use of this simple remedy has been found highly beneficial.

IT IS PREPARED BY

DINNEFORD & Co.,
Chemists, &c.
172, NEW BOND STREET, LONDON.
Sold by all respectable Chemists throughout the World.

AGENTS in Shanghai Messrs. WATSON, CLEAVE & Co.

CAUTION.—See that "DINNEFORD & Co." is on each bottle and red label over the cork.

21de-67 1771 December 22nd, 1866.

METEOROLOGICAL TABLE.

Date.	Time of High or Low Water.	Rise or Fall.	Wind.	Force.	I.	Bar.	Ther.
	h. m.	ft. in.				" "	°
Sept. 21 L.W.	11.53	14.08	East	5	b	30.04	76
,, 21 H.W.	4.47	21.07	,,	5	c	30.02	76
,, 22 H.W.	5.22	19.06	E. N. E.	1	c	30.00	74
,, 22 L.W.	0.14	14.07	N. by E.	1	c	30.02	80
,, 22 H.W.	6.02	20.00	North	3	c	30.01	76
,, 23 H.W.	6.56	19.05	N. E.	2	r	30.08	74
,, 23 L.W.	1.45	16.01	,,	4	b	30.07	78
,, 24 H.W.	9.12	19.08	,,	3	b	30.06	75
,, 24 L.W.	4.14	14.09	NE by N.	3	c	29.99	76
,, 25 L.W.	5.34	14.02	,,	2	r	29.97	70
,, 25 H.W.	10.18	20.11	N. E.	3	r	29.98	71
,, 26 L.W.	6.57	14.02	North	6	r	29.82	70
,, 26 H.W.	10.56	22.08	,,	7	r	29.83	71
,, 27 L.W.	7.58	12.10	NW by W	3	b	30.03	73
,, 27 H.W.	11.42	22.11	,,	2	b	30.09	73

EXPLANATION.

F. Force (1 to 12). I. Initials; b. blue sky; c. clouds f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast (dull); r. rain; s. snow; t. thunder; z. calm.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

LEA & PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE,

DECLARED BY CONNOISSEURS

TO BE

THE ONLY GOOD SAUCE.

Caution Against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper,* and *bottle.*

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. 19ja 1868 2044.

No. 1. MAGENTA.

"JUDSON'S SIMPLE DYES FOR THE PEOPLE."

ARE undoubtedly the most useful article ever offered to the public. Any one can use them, anything can be dyed with them in a few minutes without soiling the hands. In England "Judson's Dyes" are as "Household Words." Articles of Clothing that have been put aside as faded and useless, may be made nearly equal to new, by merely following the simple directions appended to each bottle of Dye.

NAMES OF COLOURS.

Magenta, Mauve, Violet, Scarlet, Green, Blue, Pink, Crimson, Brown, Canary, Orange, Black.

PRICE:—Small bottles, 6*d.* Large bottles, 1*s.* 6*d.* each.

May be had of Druggists and Storekeepers throughout the world, or Wholesale of

DANIEL JUDSON & SON,

LONDON.

And all Merchants. Liberal discount to Dealers.

N.B.—A small bottle of colour will dye 12 yards of bonnet Ribbon.

*** See that you get "Judson's Simple Dyes."

21de-67 1773 o-a-f December 22nd, 1866.

Three Prize Medals. Paris 1867.

No. 1.

PICKLES, SAUCES, JAMS, &C.

FREE FROM ADULTERATION,

MANUFACTURED BY

CROSSE & BLACKWELL,

Purveyors to the Queen,

SOHO SQUARE, LONDON.

CROSSE AND BLACKWELL'S

well known Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see that they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar boiled in Oak Vats, by means of PLATINUM STEAM COILS; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. & B. are AGENTS for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

17my 3066 May 18th, 1867.

TUPPER & CO.

Manufacturers of

GALVANIZED CORRUGATED IRON, IRON ROOFING, SHEDS, BUILDINGS, CHURCHES, SCHOOLS, &c., &c.

61 A, MOORGATE STREET, *London,* E.C.

21de 67 1774 Shanghai, 22nd Dec. 1866.

SHANGHAI SHIPPING INTELLIGENCE.

(SINCE REPORT PER LAST MAIL.)

ARRIVALS.

Date.	Ship's Name.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Sept. 20	Kiangse	Am str	574	Law	Ningpo	Sept. 19	General	Russell and Co
... 20	Hirado	Br str	1630	McQueen	Hankow	... 16	do	Russell and Co
... 20	Cadiz	Br str	481	Edmond	Hongkong	... —	do	P. & O. Co
... 20	Chloris	Prus baq	340	Lund	Nagasaki	... 17	Tea & Coal	Frazar and Co
... 20	J. H. Jessen	Prus baq	250	Jessen	Nagasaki	... 17	Coals	Wm. Pustau and Co
... 21	Express	Br str	290	Whitelaw	Ningpo	... 20	General	David Sassoon, Sons & Co
... 21	Shaftesbury	Br str	553	Aitkins	Ningpo	... 20	do	Wm. Brand and Co
... 21	Miaca	Br str	306	Sutherland	Fuchau	... —	do	Trautmann and Co
... 21	Cornelia Mathilde	Dut baq	498	Wulp	Fuchau	... 16	Poles	Siemssen and Co
... 21	Homer	Br baq	538	Rodgers	Fuchau	... 14	do	Frazar and Co
... 21	Burnside	Am baq	464	Pendergrace	Fuchau	... 14	do	Frazar and Co
... 21	Caller-Ou	Br sh	674	Joass	Fuchau	... 14	do	Master
... 21	Spit Fire	Br sh	440	Mills	Swatow	... 5	Sugar	Frazar and Co
... 21	Silome	Br baq	430	Davidson	Fuchau	... 11	Poles	Master
... 21	Gipsey	Br baq	250	Fullerton	Keelung	... 16	Coals	A. R. Tilby and Co
... 22	Moyune	Am str	700	G. Johnston	Hankow	... 19	General	Russell and Co
... 22	Confucius	Chi str	265	Marseills	Hankow	... 18		Chinese Government
... 22	Rona	Br str	781	Morrison	Hankow	... 19	do	Glover and Co
... 22	Hotspur	Br baq	522	Corrigall	Fuchau	... 14	Poles	A. R. Tilby and Co
... 23	Manchu	Am str	803	Clark	Tientsin, &c.	... —	General	Russell and Co
... 23	Kiangse	Am str	574	Law	Ningpo	... 22	Sundries	Russell and Co
... 23	Nora Criena	Chi str	180		Ningpo	... 21		Chinese Government
... 23	Spray	Br sch	255	Hudson	Nagasaki	... 20		
... 23	Fair Leader	Br baq	473	Porsel	Yokohama	... 11	Ballast	Jardine, Matheson and Co
... 23	Fusi-Yama	Br str	710	Callaghan	Fuchau	... 20		Glover and Co
... 24	Express	Fr str	290	Whitelaw	Ningpo	... 23	General	David Sassoon, Sons and Co
... 24	Fe-loong	Br str	260	Pritchard	Nagasaki	... 21	do	T. Kroes and Co
... 24	Glengyle	Br str	1265	Hooper	Hongkong	... 19	do	Jardine, Matheson and Co
... 24	John Lidgett	Br sh	770	Polson	London	June 1	do	W. R. Adamson and Co
... 25	Kiangse	Am str	574	Law	Ningpo	Sept. 24	Sundries	Russell and Co
... 25	Plymouth Rock	Am str	2397	Simmons	Hankow	... 22	do	Russell and Co
... 25	Salamander	Prus baq	425	Detlefson	Fuchau	... 6	Poles	Frazar and Co
... 25	Ganges	Br str	742	Bernard	Hongkong	... 18	Mails, etc.	P. & O. Co
... 26	Nanzing	Br str	419	Tulloh	Tientsin	... 22	General	Trautmann and Co
... 27	Yung Hai An	Am str	447	Morrison	Hongkong	.. 20	do	Russell and Co
... 27	Fire Queen	Am str	1133	Gray	Hankow	... 25	Sundries	Russell and Co
... 27	Express	Br str	290	Whitelaw	Ningpo	... 25	do	David Sassoon, Sons and Co

DEPARTURES.

FROM THE ANCHORAGE AND WOOSUNG.

Date.	Ship's Name.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Dispatched by.
Sept. 20	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 20	Agatha Johanna	Prus baq	594	Biehl	Newchwang	do	Eduard Schellhass and Co
... 21	Ying-tze-fei	Br str	315	Drage	Chefoo & Tientsin	Tea, etc.	Trautmann and Co
... 21	Dove	H.M.G.B.	.....	Dunlop	Cruise		
... 21	Aden	Br str	507	Andrews	Hongkong	do	P. & O. Co
... 22	Prince Satzuma	Fr bg	235	Iribarren	Hakodadi	Stores	A. Nachtrieb and Co
... 22	John & Pauline	Ham baq	294	Focken	Tientsin	Grain	Wm. Pustau and Co
... 22	Tahwah	Am str	245	Andrews	Hankow & Ports		Russell and Co
... 22	Express	Br str	290	Whitelaw	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 23	Kiangse	Am str	574	Law	Ningpo	do	Russell and Co
... 24	Francis Henty	Br baq	450	Torrance	Fuchau	Ballast	Jardine, Matheson and Co
... 24	Express	Br str	290	Whitelaw	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 24	Island Queen	Br str	130	McFarlaw	Fuchau	Silk, etc.	F. V. Fonseca
... 25	Hirado	Br str	1630	McQueen	Hankow & Ports		Russell and Co
... 25	Achilles	Br str	1550	Russell	London, &c.	Tea, etc.	Butterfield & Swire
... 25	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 25	Manchu	Am str	803	Clark	Tientsin v. Chefoo	Tea, etc.	Russell and Co
... 25	Chrysolite	Br sh	471	McPherson	Yokohama	Coals	Shaw, Brothers and Co
... 25	Thos. Brown	Br baq	278	Jackson	Fuchau	Ballast	Jardine, Matheson and Co
... 25	Argo	Br bg	238	Homer	Tientsin	Grain	Frazar and Co
... 26	Rona	Br str	781	Morrison	Hankow & Ports		Glover and Co
... 26	Georges	Br sh	473	Varey	London	Tea, etc.	Jardine, Matheson and Co
... 26	Williamette	Chi str	176	McLeod	Nanking		Chinese Government
... 27	Moyune	Am str	700	G. Johnston	Hankow & Ports		Russell and Co
... 27	Miaca	Br str	306	Sutherland	Chefoo & Tientsin	Sundries & Re-exports	Trautmann and Co
... 27	Shaftesbury	Br str	553	Aitkins	Chefoo & Tientsin	Opium, etc.	Wm. Brand and Co
... 27	Gleam	Br baq	291	Cameron	Keelung	Cotton, etc.	Borneo Company Limited
... 27	Warren Hastings	Br baq	569	Perry	Fuchau	do	Frazar and Co
... 27	Western Chief	Br sh	750	Hill	Fuchau	Beancake	Gilman and Co
... 27	Fusi-Yama	Br str	710	Callaghan	Fuchau	Sundries & Re-exports	Glover and Co

MERCHANT STEAMERS.

No.&Sec	Ship's Name	Commander	Flag & Rig	Tonnage	Date of Arrival	Where from	Consignees or Agents	Destination	Remarks
P & O M	Cadiz	Edmond	Br str	481	Sept 20	Hongkong	P. & O. Co	Hongkong	To-day
4 s	Confucius	Marseills	Chi str	265	Sept 22	Hankow	Chinese Government		
G W	Fe-loong	Pritchard	Br str	260	Sept 24	Nagasaki	T. Kroes and Co	Nagasaki	To-day
7 p	Feeyuen	Pitman	Am str	229	Aug 19	Fuchau	Lane, Crawford and Co		
7 p	Fenella	Smidt	Chi str	160	Aug 15	Ningpo	Chinese Government		
S S N D	Fusi-Yama	Hardie	Br str	1200	Sept 18	Hankow	Russell and Co		
4 p	Ganges	Bernard	Br str	742	Sept 25	Hongkong	P. O. & Co		
H W	Glengyle	Hooper	Br str	1265	Sept 21	Hongkong	Jardine, Matheson and Co	H'kong & Canton	29th instant
4 s	Greto	Godow	Prus str	30	Jan 13		Wm. Pustau and Co		Laid up
3 p	Kiu Siu	Hoole	Br str	786	Sept 7	Nagasaki	Glover and Co		
O D	Lightning	Rodgers	Br str	316	Sept 2	Put back	Gibb, Livingston and Co		Repairing
P & O M	Malacca	Tomlim	Br str	1237	Sept 19	Hongkong	P. & O. Co	Yokohama	To-day
T J	Nanzing	Tulloh	Br str	419	Sept 26	Tientsin	Trautmann and Co	Chefoo & Tientsin	1st proximo
Wusung	Nora Criena		Chi str	180	Sept 23	Ningpo	Chinese Government		
U W	Phase	Hinstin	Fr str	711	Sept 17	Yokohama	Messageries Imperiales	Yokohama	24h after Mail ar
5 s	Pluto	Pike	Chi str	170	Sept 15	Hankow	Chinese Government		
S S N W	Plymouth Rock	Simmons	Am str	2397	Sept 25	Hankow	Russell and Co	Hankow & Ports	29th instant
O D	Shanse	Friend	Am str	561	Sept 1	Tientsin	Russell and Co		
H W	Tatung	Cook	Am str	107	Oct 13	Hankow	H. Fogg and Co		Laid up
D J	Ta-Yung		Br str	121	Apr 4	Woosung	Russell and Co		
G L J	Vulcan		Br str	135	Aug 10	Fuchau	Gibb, Livingston and Co		
Tonkadoo	Waratah	Robsin	Br str	256	June 8	Fuchau			
7 p	Whufoo Pau	George	Chi str	209	Sept 7	Fuchau	Chinese Government		
	23 Steamers								

[*Edited by* R. S. GUNDRY, *Printed and Published at the "North-China Herald Office," Shanghai.*]

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.